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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 1 **APRIL, 1927** **No. 1**

DERRICO EARNS TOP AWARD

BETTER BUSINESS CAMPAIGN
Prize Winners—First Period

FIRST PRIZE—$100.

CHARLES DERRICO, collector

For alertness, competency, keen interest and indefatigable effort which resulted in the securing of a vast amount of new business for the railroad during the first period of the campaign.

SECOND PRIZE—$50.

LOUIS KRIESEL, conductor

For marked interest, ability and ingenuity shown in originating and procuring a considerable amount of new business which otherwise might not have been secured by the railroad.

THIRD PRIZE—$25.

BEN F. MORRIS, carpenter, shop

For conspicuous activity, enthusiasm and interest resulting in the securing of a large amount of new business throughout the first period of the campaign.

FOURTH PRIZE—$20.

CHARLES W. DEARDORFF, collector

For noteworthy resourcefulness, persistency and diligence shown in acquiring considerable new business for the railroad for the first period of the campaign.

Fifth to Twentieth Prize Winners

R. N. Osborne, Signalman	$10	E. A. Hall, Conductor	$5
Pauline Malinka, Stenog., W.&S.	10	Irene Gottshaw, Telephone Opr.	5
A. C. Culp, Freight Agent	10	A. J. Bankson, Passenger Agent	5
A. B. Parsons, Motorman	10	Otto Bartels, Conductor	5
L. W. Hodgetts, Freight Agent	10	C. G. Schuffham, Chf. Clk., Tsp.	5
J. W. Marks, Conductor	5	Elsie Costello, Clerk, Acctg.	5
E. A. Keeler, Foreman, W.&S.	5	John A. Weber, Draftsman, Eng.	5
T. Cassidy, Freight Trucker	5	N. C. Larsen, Passenger Agent	5

SOUTH SHORE LINE COMPANY SECTION PLANS UNDER WAY

Plans for the establishment of a South Shore Line Company Section of the American Electric Railway Association are now under way, and it is expected that the organization will be perfected within a short time.

A. E. R. A. company sections are now in operation on many electric railroads in the country. Membership in the associations is composed of employes of the railroad, exclusively, and is open to all.

...ng the functions of the com...ction are: dissemination of ...e about the South Shore ...l general electric railway operating and mechanical problems; promotion of fellowship among employes and recreation and entertainment.

Meetings of the company section will be held once a month except during the months of July and August. Officers are elective and serve for the period of one year. The company section is affiliated closely with the American Electric Railway Association and all members receive AERA, official monthly publication of the organization, containing interesting news and problems of the industry.

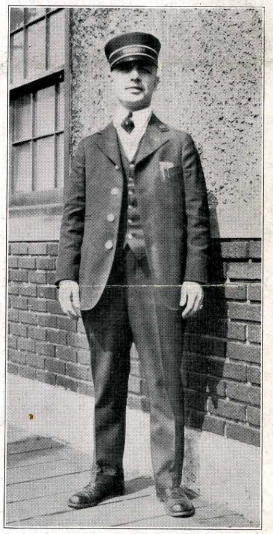
Meetings of the South Shore Line company section will be held at Michigan City. Dues will be $2, according to the present plans of the association, which includes the subscription price of AERA.

GETS $100 FOR PRIZE IN FIRST PERIOD OF DRIVE

Total of $300 Cash Prizes Awarded 20 Employes By Committee

Collector Charles Derrico led the field at the close of the first sixty days of competition in the South Shore Line Better Business Campaign. As a consequence he is now richer to the extent of $100.

Next in order on the list of those who earned shares in the awards are



Charles W. Derrico

Conductor Louis Kriesel; B. F. Morris, carpenter in the shops; and Collector C. W. Deardorff. The committee awarded them $50, $25, and $20, respectively for their work.

The balance of the total of twenty picked by the committee for awards

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is shown in the adjacent columns, together with the citations given the first four winners of awards.

Mr. Derrico has been employed by the South Shore Line for nearly three years, having begun on May 5, 1924. He has a run between Chicago and Gary on trains 3, 12, 15 and 18.

Louis Kriesel

In making the first awards in the campaign the committee reported favorably on the interest shown and the number of employes who are taking part. Business gained has also shown very favorable totals, according to the members, and as the campaign progresses even better results are looked for.

Members of the committee are:

H. M. Lytle, vice president.
Charles H. Jones, general manager.
E. Frank Gardiner, publicity director.
William Petersen, traffic manager.
Thomas G. Hamilton, assistant general manager, secretary.

Give $300 in Awards

The first period of the campaign closed March 15, ending sixty days of work. A total of $300 in prizes will be awarded every sixty days throughout the year.

During the first period a total of 1,284 tips were received by the committee and 150 employes sent in one or more tips. This is 25 per cent of the total eligible employes in the employ of the company.

Ben F. Morris

"The members of the committee wish to compliment all who have taken part in the campaign on the excellent showing they have made," Mr. Jones said in commenting on the results of the first sixty days.

"Although only 25 per cent of the employes have been heard from we expect that this figure will increase during the coming months. The campaign has resulted in the railroad obtaining a large amount of new business, which is of course the aim of the drive.

Thanked for Effort

"Those who have taken part deserve the thanks of the railroad for their work. If some of them were not as fortunate in the selection of their tips as others they should remember that there is plenty of time left and with this in mind renew their efforts.

C. W. Deardorff

"The committee has picked the winners from those showing the greatest effort and results and believes their choice a just one, made after several days' study of the results of each worker."

CAMP IN DUNES BEING REBUILT BY 25 EMPLOYES

Volunteer Services to Aid Project for Gary Boy Scouts

Boy Scouts of Gary, and all over Indiana, will have perhaps the best camping ground in the middle west when a group of twenty-five South Shore Line employes have finished their work.

These men are working as volunteers on the rehabilitation of the Gary Scouts' headquarters in the heart of the Dunes region, near Tremont. The camp is composed of a number of small cabins, which are used as scoutmasters' headquarters, and a large cabin which is used as a dining hall and gathering room.

The camp site was originally bought by a group of Gary citizens for the use of the Scouts. It consisted of five acres and cost $5,000. The state bought it recently, as a part of the Indiana Dunes State Park, for $14,000. The Boy Scouts now have the privilege of remaining in possession of their camp, under state supervision, for ten years and the privilege may be renewed at the end of that period.

Light Fixtures, Benches, Given

The group of South Shore Line employes which is making the many needed repairs on the camp structures, including painting, electric wiring and installing of lighting fixtures, carpenter work and other improvements, is headed by Fred Parker, foreman maintenance of way department.

The men spend their Sundays on the job, usually on alternate weekends. Fixtures from the old South Shore Line cars are being installed for lighting and station benches and other equipment that has outlived its usefulness on the railroad are also being made a part of the scouts' summer home.

On the days which the workmen ply their brushes and hammers they are served a sumptuous dinner by the scouts, who take this means of expressing their gratitude. Large sides of beef, bushels of potatoes, pies prepared by mothers of the scouts, and other tasty foods are made to disappear in a hurry, according to several who have visited the camp on "working days."

Camp Available to Scouts

The total cost of the improvements, in addition to much of the material which has been donated by Gary and other firms, will reach $1,500. The management of the South Shore Line, not to be outdone by its employes, has contributed $300 to the fund which was raised to make the work possible.

When the camp is finished it will be available to any troop in Indiana, upon request, and reservations for its use can be made in advance by the scouts wishing to practice their woodcraft in the Dunes. The site of the camp is a most picturesque one and it is expected that it will prove exceedingly popular throughout the year.

Among the employes who have been working at the camp, in addition to Mr. Parker, are: Roy Cole, O. T. Rinehart, Ray Katzenburg, Harry Campbell, Carl Rothfueles, Jack Brady, George Gleason, Oscar Anderson, E. J. Fischer, Paul Hoffman, J. V. Quinn, Albert Krueger, E. H. Dibbits, Steve Wyatt, George Culbert, Avalt Fischer, J. L. Groth, Robert Krueger, Otto Hoffman, Roy Dye and Ed. Landis.

It was expected that the work on the camp would be completed by the middle of April.

Albert J. Krueger Made Terminal Superintendent of Railroad and Coaches

Albert J. Krueger, passenger agent at the Michigan City Station for the past several years, has been appointed terminal superintendent at that point and will be in charge of the terminal facilities of both the South Shore Line and the Shore Line Motor Coach Company and other coach lines using the station.

Albert J. Krueger

Since the railroad came under the present management, Mr. Krueger has been unusually successful in the promotion of passenger business at Michigan City, especially in the sale of transportation in wholesale amounts.

Mr. Krueger will continue in the capacity of first trick agent in addition to his new duties. Friends in Michigan City as well as among the employes have been offering Superintendent Krueger many congratulations.

EMPLOYES RECEIVE FIRST AID AWARDS AT CHICAGO DINNER

Britton I. Budd, B. J. Fallon, Among Speakers at Big Meeting

Nineteen employes of the South Shore Line, who had finished a six weeks' course in first aid instruction, were presented with diplomas at the fifth annual first aid and safety banquet of the South Shore Line, North Shore Line, Chicago Rapid Transit Company and the Aurora and Elgin Railroad, February 24.

More than 400 attended the dinner and 330 employes of the four electrically operated railroads received diplomas from the Red Cross and company certificates for their first aid work.

Those from the South Shore Line who attended after having completed the first aid work are:

ELECTRICAL DEPARTMENT

Lewis Howard
Daniel Gorman
Peter Mitchell
Guy Hunt
Walter Gleasham
Marshall Leach

ROAD DEPARTMENT

Everett Wills
Joe Bowers

MECHANICAL DEPARTMENT

Edward Fargher
Lester Rudnick
Frank Silakowski
Earl Atkins

SIGNAL DEPARTMENT

E. W. Braginton
C. J. Kramer

BRIDGE AND BUILDING

Paul Hoffman
Ray Katzenberg

CLERICAL

Lloyd Bantz
Wallace Lloyd

The banquet was held in the Sherman Hotel, Chicago, and among those at the speakers' table were: Britton I. Budd, president; B. J. Fallon, vice-president; Charles H. Jones, general manager; and Dr. Hart E. Fisher, chief surgeon. Dr. Fisher acted as toastmaster, as he has direct charge of the first aid work, and introduced Mr. Fallon as the first speaker.

Pointing out the remarkable increase of interest in First Aid work in the past five years, Mr. Fallon stated that he had expressed the hope at the first banquet held in 1923 that the time would come when 400 persons would assemble to testify to their interest in accident prevention and safety work. That this number had been reached so soon, he declared, was ample indication that the wish had come true.

"At the first general meeting of the four railroads. I believe it is most fitting that we should assemble in the great cause of first aid," Mr. Fallon said. "First aid and safety work are most important in modern industrial life. The saving of human life and the alleviation of human suffering is too vital a subject to be slighted.

Must Realize Importance

"Their great importance must be realized. The battle to prevent accidents must be continually waged. We all know that safety first is one of the prime principles of operation on any Insull property. But a certain amount of accidents are bound to occur, regardless of the care taken. First aid is our method of preparedness, our second defense against the accident toll."

Mr. Jones presented the South Shore Line employes with their diplomas, and following the presentation by other companies, Dr. Fisher introduced Mr. Budd.

Mr. Budd made a personal presentation of the Britton I. Budd medal recently established as an award for the saving of human life by an employe of any of the utility companies which he heads, a photograph of which appears in another column of this issue.

Congratulating the First Aid graduates for their interest and perseverance, Mr. Budd said: "The tragedy of modern industry is the terrific toll of human life it takes. Still, it is a sad coincidence that so many accident cases are needless and could be prevented by a little carefulness. We must preach the doctrine of safety continually.

"We must practice and think safety, but we must also be prepared to act intelligently and quickly under emergency circumstances. In establishing this medal I am hopeful that it will accentuate the need of constant watchfulness and stimulate interest in safety. If it does that, the medal will have amply accomplished its purpose.

"We must remember that accidents and carelessness, carelessness and inefficiency go together. Inefficiency means waste, not only of money and time, but most valuable of all, human life. We can perform a distinct service to humanity by sponsoring the ideals and aims of the Safety and First Aid movement. We cannot afford to make a failure of our opportunity."

Entertainment Features Please

Interspersed between the talks and presentations of the evening were a number of all-star vaudeville acts. And when we say "all-star" we mean that in every sense of the term. A listing of the names of the folks who provided entertainment for the gathering would fairly sparkle with famous names.

GRADUATE AS FIRST AID EXPERTS

The men pictured above are the first South Shore Line employes to graduate from a six weeks' course in first aid training. Other teams are now being organized among the various departments. As is shown by the picture, instruction is given in bandaging, splint making, stopping the flow of blood, prone pressure resuscitation, and anything which can be done to allay pain or save a life before the arrival of the doctor. The 50 employes of the Public Service Company of Northern Illinois who recently sustained the life of a fellow employe in an Evanston hospital for 108 hours after paralysis had set in, were graduates of this form of training.

The PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
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Wm. P. Pearre.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Name of contributor is desired but will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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An Introduction

The PANTAGRAPH bows graciously.

Its existence is due to suggestions received recently from a number of employes asking that an employes' publication be established.

Its name has been chosen through a happy coincidence. It has a dual meaning. In addition to the use the word receives in describing the attachment which tops our cars—distinctive in this section of the country—it also can be applied to a publication.

Of this latter meaning Noah Webster has given the following literal sense: a general description; entire view of an object.

From this it is plain that the PANTAGRAPH is of the South Shore Line, because of this distinctive allusion; and will report activities and interests of the employes and the company.

Now that you have been introduced to the young gentleman you will probably want to know a little about his nature. He's proud. Not overbearingly proud, but modestly proud. Proud of the achievements of the group of railroaders he represents—their achievements in betterment of service, in the betterment of physical properties, betterments of morale, and lastly the work they have been doing in building up their railroad's business.

In order to survive the PANTAGRAPH must have just as enthusiastic support. News, special articles, pictures, tips, clippings, anything of interest will be thankfully received. The columns are open to anyone on any subject.

Safety Impression

A lot has been written about safety. Sometimes when a subject is discussed so often and is read a number of times the impression it makes on the reader's mind is lessened.

Of course the idea of repetition is to keep the rules of safety uppermost in the minds of the readers. Its importance to railroad workers cannot be overemphasized.

The PANTAGRAPH will always be a firm advocate of the strictest rules of safety. Chance taking doesn't pay, and too often an accident is a result of some person taking a chance.

Almost every employe of the South Shore Line has a close personal knowledge of some occurrence which has resulted in suffering or death and which could have been avoided.

TELLS HOW SOUTH SHORE LINE BUDGET DEPARTMENT FUNCTIONS

By G. Corson Ellis,
Budget Director

NOTE: This is the first of a series of articles outlining in a clear, concise manner the theory and operation of the several departments of the South Shore Line, much of which is unfamiliar to many of us.—Editor.

SINCE our Company has come under the present management, we have spent large sums of money for new rail, new cars and many other improvements. Our plans for this year contemplate the expenditure of additional large sums, and still the end is not in sight. It must not be thought that we enter upon this program blindly, but on the contrary it was the result of a well thought out and carefully considered plan. This plan was approved by the Directors of our Company, and it is the function of the Budget Department to see that it is adhered to.

G. Corson Ellis

This is done by means of two instruments known as the Construction Budget and the Operating Budget.

At the beginning of each year plans are made for the new construction to be done during the year, and a program is laid out which will show the physical work to be done and the cost of doing it, together with the reasons why such work is necessary. These plans then go to the Board of Directors, who decide whether or not it is advisable that such work should be done.

Budget Controls Spending

In times of stress when it is difficult to borrow money, they may decide that no construction, other than that which is absolutely necessary, should be undertaken and they may therefore reduce the appropriation which we asked for because it will prove too expensive for us to carry, or they may approve the budget as submitted. When this is done, it is the Budget Department's function so to control the expenditures, that the budget appropriations, authorized by the Directors, are not exceeded. This is accomplished by means of A. F. E.'s or Authority for Expenditures which are a detailed estimate of each individual job, the cost of which is checked against the appropriation authorized.

All the costs of doing a job are charged against the A. F. E.'s and a report every month shows exactly how much has been spent on that job to date. As soon as it appears that a job is going to cost more than was originally intended, an explanation is sought for, and if needed an additional appropriation is requested. If this is not granted, the work must be curtailed immediately so that we will not spend more than we are allowed to spend, and so that our plans will follow in general the general outline as approved.

It is very often the case that a construction program, such as ours, will involve looking ahead for a number of years, instead of one year, and in such a case a carefully thought out plan would be made for a period covering as much as five years in advance. This plan, of course, would be only tentative and would be revised each year with changing conditions, but in general it would be fairly closely followed.

Estimate Probable Revenue

Before the Construction Budget can be approved, we must know how much we can afford to spend. This is done by means of the Operating Budget in which we estimate just how much we will receive for carrying passengers and freight and for the other services which we render, and just how much it will cost us to carry this. In addition, we must pay those who are loaning us money, for having done so.

We now have a complete estimate of all the money coming in, and all that which is to be spent, and it is the Budget Department's business to put these all together and to find out how much money must be borrowed during the coming year, and also when it must be done, for when a Company is spending large sums as we are for construction, it must be realized that the money for such construction must be obtained from investors who must be paid for the use of their funds.

It is therefore the Budget Department's business to see that appropriations for construction and expenditures are adhered to, that operating revenues and expenses are such as to leave enough to pay the investors for the use of their money and to plan to raise the cash required in the most economical way.

Conductor H. L. Farquhar

H. L. Farquhar of Michigan City, was recently raised from freight brakeman to conductor. Conductor Farquhar entered the employ of the South Shore Line on October 5, 1925, having been formerly a brakeman on the Michigan Central.

GIVES DETAILS OF LINE REHABILITATION

History of South Shore Line Program and Plans For This Year Outlined

By Thomas G. Hamilton,
Assistant General Manager

NOTE: The following is the major portion of a talk given before the Better Business Campaign Meetings at Michigan City, which launched the drive. Its importance and general interest have made it possible for its reproduction nearly in full.—Editor.

ON JULY 14, 1925, Samuel Insull and associates assumed management of the old Chicago, Lake Shore and South Bend Railway in the belief that the possibilities for development were unsurpassed and that the property could be converted into a system which would be a credit to the territory served and to itself in the manner in which it could render transportation facilities.

The railroad prior to this had been generally known as a depreciated property, or one which had not been able to maintain itself in a one hundred per cent operating condition. It was wearing out faster than the owners were able to offset the wear by replacement and proper maintenance.

The advent of paralleling hard surface roads, increased use of the private automobile, inroads made by competitive freight trucks and passenger motor coaches operating on inter-city routes, after-the-war high prices and scarcity of materials, and tight loan money among the banking interests, were all contributing factors in narrowing down the difference between the gross revenue received and the operating expenses incurred.

The lack of sufficient money with which to replace worn out parts of the equipment, bad rail, decayed and rotten ties, bad order signals, etc., prevented the Company from maintaining a one hundred per cent operating property.

All of us can remember when a limited number of track spikes were passed out for replacements, a number far short of the required amount. Rotted ties were left in place to do another year's duty, while a few of the worst were replaced with new timbers. Parts of the car equipment were shimmed instead of being renewed, in order to give a few miles more of service.

Parts Patched and Repatched

The overhead trolley system was spliced, patched and repatched times without number, when new sections should have been in order. All of this was brought about by the aforementioned causes, but were necessary in order that the company could exist. A few years passed and as a result of not being able to keep abreast of the necessary current repairs and replacements, the physical value of the property dwindled from a cost of about $9,600,000 as constructed new in 1907, to a value of $5,850,000 in May, 1925, a decline of $3,750,000.

Furthermore, the railroad had filled a very important part in the linking up of its cities with transportation in the Northwestern Indiana territory and to permit it to literally starve to death would result in a tremendous economic loss to the entire region. In addition, many loyal and faithful employes had spent years in working into positions of trust and responsibility, many had passed the age limit for re-employment in similar positions on other railroads, others would be thrown out of work, their families and dependents deprived of the comforts which come with continuous employment, and would be confronted with the possibility of having to move to other cities to secure employment.

Before the new company could be of any value to the community, it was first necessary to repair the physical property and to place it in good operating condition. A rehabilitation program, or program of rebuilding, was immediately prepared and this work started on August 3, 1925.

Defines Rehabilitation

Rehabilitation means to put or bring into good repute, to rebuild or re-establish. An example of what is termed rehabilitation can best be illustrated by an every-day example. A man purchases a second hand automobile, let us say, for about one-half of its original value. After looking the car over he decides that it will need the following items of repair before it will run properly and make the good appearance demanded by him, namely: a coat of paint, a new set of tires, engine and battery overhauled, fenders straightened or replaced, and the interior upholstery renovated. At the completion of the job the man has made an outlay of money represented in the second hand cost of the car, plus the expense that he has been put to in making the car meet his operating demands. His total expenditure represents the new owner's investment in a rehabilitated automobile and its worth to him.

If we apply this every-day example to our own company, the new company purchased a second hand railroad for about one-half its original cost. In order to bring the property up to the standard required for good operation and service, the rehabilitation program was instituted. It has been going on since the purchase date. At the completion of the job we will have a rehabilitated railroad, a second hand railroad which has been improved to our liking and to satisfy our operating demands.

Perhaps it will interest you to know how fast a railroad will decline in value when the company is unable to keep up with the needed repairs. The worth of the South Shore dropped off about 35 per cent up to May, 1925. Lack of proper maintenance and replacements caused signals to drop in value 37 per cent; stations and buildings 39 per cent; passenger cars 45 per cent; substations 90 per cent and locomotives 96 per cent. The value of any apparatus or equipment to the company is the degree to which it will render good continuous service, and it is therefore obvious that the foregoing equipment was bad order on an average from 37 to 96 per cent of the time.

Like Good Tools

We can all agree that we would rather work with tools that are in good working shape almost 100 per cent of the time than with equipment which is patched up and dangerous and only fit to handle from 4 to 63 per cent of the time.

The new management had therefore four obligations to perform when it acquired this property, namely: first, to provide money for the purchase price; second, to provide sufficient money to prevent the railroad from depreciating further, until such time as the road would support itself; third, to provide money to carry out the rehabilitation program or to make the necessary repairs and replacements to insure proper operation which the old company was unable to do; and fourth, to provide money to build and install facilities for operation not then in existence in order that the new company might make greater strides forward and in turn create and bring additional new business to itself.

The first obligation has been fulfilled, the second and third are being carried out day by day, and the fourth is going forward as fast as is possible commensurate with the volume of business that is done from month to month.

The latter fact very often takes the form of a giant cycle in that by providing better and more facilities new business is attracted to the company.

This in turn makes possible further service and facilities which in turn again draws more new business and so on, we might say almost without limit.

Signals Improved

A great portion of the work which has been going on since the property was acquired has been a combi-

nation of rehabilitation and new construction. That is, we have found it efficient to make the necessary repairs and replacements and at the same time to make the necessary improvements, and in some cases to take advantage of improved apparatus which has been placed on the market since the road was first built. A very good example of this is the work which has been done on the signals, in which the old type were rehabilitated, and at the same time new and improved light heads were installed to supplant the old type of mechanical light and blade.

Since the rehabilitation work is now in progress and is so closely associated with new construction, it is impossible at this time to give an accurate cost summary of the reconstruction program. However, we do know that $854,500 was expended from August 3, 1925, to December 31, 1925, on this program. During the year 1926 $2,676,000 was expended, of which $1,119,294 went for new cars and locomotives, and the balance or $1,556,706 for track, signals, electrical overhead, buildings and stations.

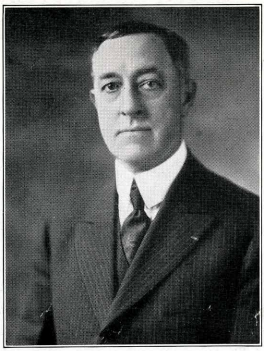
With the adoption by the Illinois Central Railroad of 1,500 volt direct current operation, it was wisely deemed necessary to erect eight substations with similar converting equipment and which cost $800,000. We know, therefore, that a total expenditure of $4,330,500 has been made to bring the railroad up to the point where it is today, exclusive of the purchase price and the large maintenance and repair expense which goes on each day.

Value Increased

We further know that the total cost to the new company, including purchase price, rehabilitation and new construction, is $10,180,000 or more than one-half million dollars more than the road cost new. With this figure in mind, at the dawn of the year 1927, let us look backward over the field of accomplishment and review some of the progress that has been made.

The entire right of way comprising upwards of 542 acres has been cleared of the dense and tangled mass of vegetation and wild undergrowth, which obscured vision and in many places extended to a height above the car windows. The grass no longer grows between the ties, retaining moisture, hastening their decay and creating a hazard to motormen in stopping trains. Two applications of arsenic weed killer solution has largely destroyed this dangerous and destructive growth.

Twenty miles of new fencing has replaced a like amount of unsightly leaning posts with broken and tangled wire. Old fencing, comprising some 68 miles, has been strengthened and repaired throughout the entire system. All roadway signs have been repainted or renewed and all highway crossings have been reconstructed with crushed limestone. Decayed and broken ties are no longer on the property as more than 80,300 new



T. G. Hamilton

ties of standard creosoted timber have been installed.

New Rail Laid

Fifteen track miles of new 100-pound rail and accessories has been laid between Kensington and Gary. Twelve miles of this track has been ballasted with crushed limestone and more than 1,600 cars of cinder ballast used on other parts of the system.

All track in pavement at East Chicago, Michigan City and South Bend has been restored to surface. All worn and broken rails removed, new ties and joints installed where necessary and all pavement replaced to provide a uniform street surface.

New crossings have been installed at the following railroads:

B. & O. C. T., Hammond, 4 crossings.
I. H. B., East Chicago, 6 crossings.
I. H. B., Cudahy, 2 crossings.
N. Y. C., East Chicago, 6 crossings.
N. Y. C., Kaley, 1 crossing.
E. J. & E., East Chicago, 2 crossings.
M. C. R. R., Michigan City, 1 crossing.
Monon, Michigan City, 1 crossing.
Penna., Burnham, 2 crossings.

Changes reducing curvature have been made in the tracks at Hegewisch and Burnham. At the latter location the curvature was reduced from six degrees to two degrees and thirty minutes, thereby making an estimated saving of one minute in running time at this point alone.

It was found necessary to rehabilitate many of the old bridges and culverts on the line, and to provide for the proper drainage of the right of way. The bridges at Calumet River, Geyer Ditch, Cudahy, Trail Creek, E. J. & E. overhead and Pennsylvania overhead were gone over thoroughly and at Geyer Ditch the old bridge was completely rebuilt.

Culverts which provide adequate drainage along the right of way were overhauled at Willis, Johnsfield, Andry, Pere Marquette and Portchester. All the old and rotted type of corrugated metal pipe culverts were replaced with pre-cast reinforced concrete pipe. All steel bridges were carefully examined, spot painted and given two top coats of paint. The Burns ditch project necessitated the erection of a new bridge over the stream at a cost of about $33,000.

The relocation of Lincolnway at New Carlisle made it necessary to raise our tracks at that point and erect a new structure, costing approximately $30,000. Most of the ditches and cuts along the right of way have been cleaned out, widened and put in good condition to furnish the proper surface drainage. There has been expended almost $157,000 in the projects which I have just mentioned.

Install New Sidings

The sidings which were in existence when the property was purchased were studied to determine their adequacy to handle the proposed new schedules. As a result it was necessary to install new double end sidings at Baileytown, Power, Wilson, Virginia St., New Carlisle and at the east end of the Michigan City shop yard. A number of old sidings were extended and double ended, notably Wagner, Wilson, Hillside, Wilhelm, Davis, Warren and Fisher. Other sidings were extended, those being Olive, Rock and Mineral Springs.

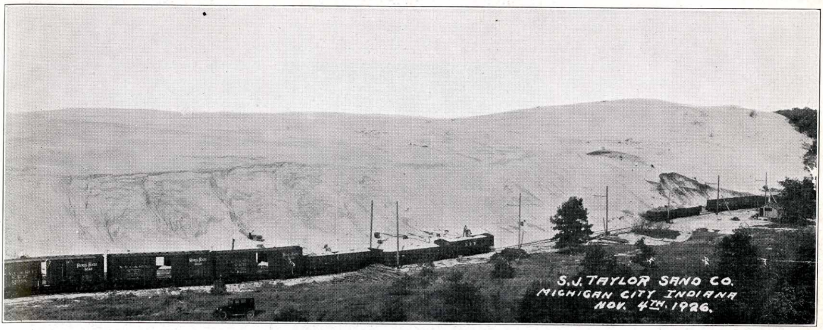
It is interesting to note that the length of the sidings which were extended since August 3, 1925, is now 32,052 feet as compared with a former length of 10,336 feet, or an increase of about 4.11 miles. As you all know the Michigan City yards were completely rearranged in order to increase their capacity to handle the new equipment, to promote greater efficiency in handling the shop cars, and for the storage of the older or unused cars. The yards at South Bend have been altered to fit the new conditions created by the new equipment and schedules, and to promote ease in making up trains. The cost to the company in making siding alterations has amounted to more than $188,000.

The new Company has been successful in providing a number of industries with spur tracks. They represent new business to the company. The Dunes Lumber Company at Tremont, the S. J. Taylor Sand Company west of Michigan City, the Whitmarsh Coal Company at South Bend, the Walter Bates Steel Company at Gary and the Cabranette Company at Michigan City are the new industrial spurs which have been installed. The total length of the sidings is 6,225 feet, costing about $45,000, including electrical overhead and signals.

Rebuild Car Equipment

As I have stated previously, the old passenger equipment and freight locomotives had undergone a very rapid deterioration, declining upward of 45% for passenger car bodies, 96% for passenger car electrical equipment, and 96% for the electric locomotives. It was evident that in order to give even a semblance of good operation that an immediate and elaborate program of equipment improvement would have to be started.

New Track Into Taylor Sand Pit In Use



A comprehensive idea of the magnitude of the S. J. Taylor Sand Company's holdings near Michigan City, served by a recently constructed South Shore Line track, is given in the above photograph. The picture shows eleven cars being loaded at the sand hill, and by comparison with the cars, the size of the hill can be realized. The traffic department expects hundreds of carloads of sand to be shipped out of the Taylor pit during this year. The photograph was sent to the PANTAGRAPH by Mary Sirko, South Bend terminal correspondent.

The first step was to improve the electrical equipment since that was in most need of repair. Armatures of the motors were equipped with nickel-chrome shafting, new field coils installed, new field yokes purchased, commutators turned, armature coils overhauled and replaced in 28 armatures, all armatures were rebanded, dipped in waterproofing varnish and baked. The control apparatus and the power transformers were given a thorough going over and in the case of 12 cars new transformer coils were installed.

In the process of overhauling the trucks it was found necessary to install new parts on 44 trucks, so great had been the wear and tear. Eight motor cars were repainted and renumbered. The total cost of these improvements to the old motor cars amounted to more than $116,200, and made possible the use of the equipment about one year.

The trailers were thoroughly renovated and improved, and three were repainted. The cost of this work amounted to about $4,000. The cost to improve the locomotives for continued operation was over $6,100.

Buy New Work Cars

During the time when the improvement to cars was going on, the company purchased 2 cabooses, one work box car, and three work service cars, one tool, one reel and one tower car, at a cost of $10,200. At this time when the new cars were contemplated, the trailers were further improved by the installation of control circuits, boxes and jumpers for trailer use with the new motor equipment. About $5,000 was spent on this item. The balance of the trailers were painted the new standard color of orange and maroon.

While these improvements to the old operating equipment were taking place, the company was forced to maintain a very rigid maintenance and repair program, for, on account of the extreme deteriorated condition of the cars even the extensive improvements were not sufficient to overcome frequent failures. Many thousands of dollars above the normal average per car for this type of equipment was spent for maintenance.

With the acquisition of the new equipment it became necessary to improve the trailers by installing motor control circuits, destination lights and signs, markers, car lights, etc., rebuild the platforms and interiors and up to the present time about $16,000 has been spent in this work. One old type motor car has been equipped for D. C. operation, and another is in the process, which will represent an expenditure when completed of more than $25,000.

Eight gondolas have been rebuilt for work service on the road at a cost of about $1,000. Other improvements to the equipment now contemplated and on order is an extra truck for the new cars for use in case of emergency, costing more than $2,000, reconditioning one baggage car, an expenditure of over $900, and the installation of one more pantagraph on each car to cost about $34,000.

Proud of New Cars

We know what the new cars are like and we are proud of the splendid publicity which has made them an object of much interest and curiosity over the entire country. I do not need to go into the technical details of the cars, suffice to say that the 25 motors represent an expenditure of $1,171,120. The acquisition of two diners and two parlor observation cars will raise this investment another $200,000.

The amount that the South Shore will have invested in equipment at the completion of the work now in progress will be over $1,608,200, of which $116,200 represents the improvement to the old cars prior to D. C. operation, and about $6,000, which will be spent in furnishing the interiors of the new parlor-observation and dining cars.

The electrical overhead system has been completely rehabilitated and additions made. Starting August 3, 1925, worn out wire, insulators, hangers, mast arms and poles were replaced with new parts at a cost in excess of $61,000. When it was decided to operate the railroad with 1,500 volts direct current in place of 6,600 volt single phase alternating current, it became necessary to make additional changes and improvements to the overhead system.

Use New Type of Overhead

A new type of catenary, supported by expanded cross beams of non-corrosive metal between the present wood poles was erected from Kensington to the state line. This same type of catenary was carried eastward from State Line to the west end of the ideal section on new mast arms. At the ideal section expanded steel channels were latticed to form the supports for expanded steel cross members, which in turn support the catenary wires.

The electrical overhead to this point consists of a copper and steel alloy messenger wire supporting by appropriate hangers a copper auxiliary messenger wire and a copper-bronze contact wire. From the east end of the ideal section to South Bend a special

copper-bronze contact wire was strung below the old reconstructed overhead to supplant the iron contact wire.

On account of the large current consumption of the cars, it was necessary to place copper feeder cables on the poles to help convey the current from the substations to the cars. Both rails were rebonded over the entire length of the road in order to allow the large current to return to the substation after use in the cars. The railroad has been divided into sections so that the failure of the substation or wire in any one section will not cause a tie-up in power on other parts of the road. These sections extend between substations on an average distance of 8.5 miles.

In order to prevent excessive pantagraph failures, steady strains were applied to all sections of the road. This prevents the wire from rising and turning due to the pressure of the pantagraph at high speed.

The height of the catenary wires was raised from an average of 18 feet to about 22 feet from Kensington to the east end of the ideal section.

Some idea can be had of the cost of the rehabilitation of the overhead catenary system from the following figures, exclusive of new sidings and industry tracks:

Rehabilitation Main Line	**$ 45,300**
Kensington to State Line Construction	**103,600**
Track Bonding	**16,000**
State Line to South Bend Construction	**394,100**
Side Track	**11,300**
Grand Total	**$570,300**

Added to this figure the cost of the substations brings the total to $1,370,300 invested to supply the cars with power.

The signal system over the entire road has been completely overhauled and many additions and betterments have been made. The signals from South Bend to Gary have been rewired, repainted, coils and operating mechanism repaired, new relays installed and the whole system put in first-class shape.

Wig-wag stop signs and electrically operated crossing gates were installed at several dangerous road crossings for the protection of traffic. Illuminated stop signs were installed at the balance of the dangerous crossings.

New type electric gates were installed at three of the heaviest traveled crossings to make these crossings safer and to lessen the burden of gatemen in raising and lowering.

Telephones Improved

The grand total expended on signals, gates, flashing signs, etc., is more than $142,000, not including signals placed on side tracks and industrial spurs.

The telephone or communication system has been completely overhauled and many additions made. Another circuit for communication was run the entire length of the railroad to provide for handling greater volume of business.

Thirty-one telephone booths, complete with telephone equipment, were installed at new sidings and industrial tracks. A new pole line was erected from Terre Coupe to South Bend and a new cable was installed through Michigan City. Connections were made with the Bell Telephone Company board at Michigan City, Gary and Chicago which provides a flexible service. The cost of the entire communication project from the start has been more than $60,000.

When the rehabilitation of buildings was undertaken, an effort was made to standardize the structures and to reconstruct them in accordance with the best architectural practices of the day. A striking example of this is the design of the station shelters and telephone booths which are an individual type peculiar to the South Shore Line.

Improve Passenger Stations

The passenger stations at South Bend, Michigan City, East Chicago and Hammond were renovated, refurnished, redecorated, new floor covering laid, and the structures painted with the standard colors. The station at Tremont was removed to another building and made more attractive to the traveling public by redecoration and by the installation of a concession. The station at Gary was virtually rebuilt from the ground up, an office tower was erected and a parking space provided. This expenditure amounted to almost $25,000, exclusive of the cost of the concession installation.

Platforms at all of the freight houses have been extended, and in some cases additions were made to the freight house proper, to take care of increasing business. All the freight stations were placed in best possible condition. In the case of Kensington an entirely new station and platform was built. Freight handling equipment was placed in the stations to lighten the burden of the freight handlers.

Erect Local Shelters

Forty-seven station shelters have been erected at local stops, along the right of way, to provide shelter and accommodations for passengers costing more than $14,000. The section house at Hammond has been renovated and remodeled and is now suitable for family living quarters. The old station at Miller has been changed into clean, commodious living quarters for the section men. A new section house of standardized design has been erected at Gary and equipped with a good gas range, shower bath, comfortable beds and it is the finest section house in the Calumet region.

The flagmen's cabins at Calumet Avenue, Hammond; Virginia St., Gary, and at Baileytown, have been replaced with new South Shore design towers and a new one built at Broadway in Gary. Other improvements to buildings are a new steel, fireproof garage for overnight storage of motor trucks at Michigan City yard, an addition to the general office building at Michigan City, the redecorating of the trainmen's quarters at South Bend, a number of alterations to the storehouse building, and the installation of a new heating system at the Michigan City shops.

New flagmen's cabins are in the process of erection at Buchanan Street and Ambridge Street in Gary, and 3 large skylights placed in the roof of the south bay of the main shop building. The total cost of all the items in connection with buildings is more than $126,200.

Concessions Are Popular

In order to make our passenger stations more attractive to the traveling public and in order to render a distinct service to the prospective customers, concessions selling light lunches, ice cream and soft drinks, cigars, candy and newspapers were installed at South Bend, Michigan City, Tremont and Gary passenger stations.

The popularity of the concessions with the public is evident at all times. The installation of the concession equipment has cost about $16,000, not including the building changes made necessary by their installation.

During the present year we are about to inaugurate further improvements and betterments to service and facilities. This work will involve largely the rehabilitation of the track and roadway consisting chiefly of the laying of 19 track miles of 100-pound rail; the construction of 5.4 miles of double track; new industrial spurs and interchange tracks with steam railroads; a new double track bridge over the Industrial highway at Gary; ten new all-steel trailers and ten new all-steel motor cars; the extension of the Ideal section of overhead construction eastwardly seven miles; the erection of new passenger stations at Hegewisch and New Carlisle and many other projects. It is estimated the expenditures for the year will exceed two million dollars.

Means Great Opportunity

The vast expenditure already made and yet to be made in order to restore this property and provide adequate transportation facilities to the cities and towns of Northwestern Indiana and the metropolitan area of Chicago, should be given serious thought and consideration by all of us. It means greater opportunity for advancement to those who will make the sacrifice of sincere and earnest effort in the performance of their daily work.

It means the provision of better tools and equipment with which to work. It means providing an increasing number of employes with continuous work that they may better earn a livelihood for themselves and for their families. Truly the future is bright for every employe.

It is, therefore, the duty of every employe to promote public good will toward the company and to assist in every way in securing new business in order that the many improvements made can best serve the communities along our line.

ALONG THE SOUTH SHORE LINE

Conductors

Louis Kriesel,
Correspondent

Conductor Harry Osborn has been away for ten days as a witness in a law suit for the railroad by which he was formerly employed.

SIGNS OF SPRING: Conductors Roy Falk, Bill Schrumm and Roy Clouston are all dolled up in snappy new uniforms.

Conductor Hoffner is in the market for an automobile. All right, Joe, try and sell him an Eastern Star. Good luck.

Something seems to be the matter with Harry Stein's smeller. While riding the dining cars last week he thought he smelled a hot journal. After making a thorough inspection he found all journals O. K. and discovered it was hash brown potatoes.

Has anyone discovered the new concrete "bull pen" for trainmen at Randolph Street? West of track No. 1, down in the "hole."

Why does Tunk Hill think Roy Falk resembles Pat McCurdy?

A few of the popular trainmen received Valentines. Why not more of them? Many were slighted.

Auditing

O. H. Hansen,
Correspondent

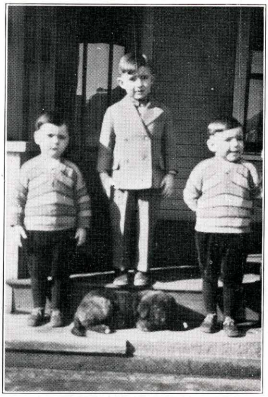
J. G. Miller, auditor and assistant treasurer, is now a resident of Michigan City, residing at 117 Earl Road. Mr. Miller moved to Michigan City on March 12.

The accounting department, which has been located at the Public Service Building, Gary, since October 1, 1925, will move back to Michigan City early in April, according to information recently received. The addition to the building is fast nearing completion, and the accounting department will have very nice quarters. The storage facilities for records, supplies, etc., will be very adequate and this will be greatly appreciated as we have been handicapped in this regard.

On Monday evening, March 7, Miss Dorothy Sprencil entertained at bridge for twelve young ladies employed in the South Shore general offices. Dainty refreshments were served. Miss Evelyn Keiper was awarded the prize for high score, and Mrs. Mildred Larsen received the consolation. This was one of the series of parties that the girls have been giving for some time, and the usual good time was had.

It has been suggested from several sources that another South Shore party be held. Our Christmas party demonstrated that the South Shore employes and their families thoroughly enjoys an employes' mixer. I think it would be well if arrangements were made for a party to be held the latter part of April, time and place to be left to a committee in charge. These mixers add much to the enjoyment, and give the employes an opportunity to meet each other in a social way. What do you think of the idea?

Three Musketeers



These three upstanding young fellows are Bob, Jim, Jr., and Don Mallon. Bob and Don are twins. When they grow up they're going to be golfing gentlemen like Gene Sarazen and Walter Hagen. (Note their sweaters.) Jim's going to build bridges and track like his dad. The dog, who is also posing for his picture wasn't mentioned when the picture was sent in. He's probably rather tired after serving three such energetic masters all day. Can anybody match these three?

Diners—Parlors

L. J. Hile,
Correspondent

Much has already been said and written concerning the new parlor and dining equipment on the South Shore Line trains between Chicago and South Bend, in fact so much that little remains to be said about anything, except, possibly, the employes in charge of that service.

The force in charge of this important service are all widely experienced from the manager of the commissary down to the last man in the kitchen. The dining service is superintended by J. T. Speed, assisted by Stewards L. J. Hile, W. Aylesworth and Roy Kirby.

Since the inauguration of this service on February 20, thousands have expressed their delight with its comfort and excellence. Particular attention is given by stewards and crew in charge to make the passengers' journey as pleasant and comfortable as possible.

Nothing but the highest grade food will be served on these diners, properly cooked, delicious and wholesome. Menus are changed daily, and the cost of the meals will be found considerably lower than for similar service.

Shortly before Steward Kirby entered the South Shore Line service he was presented with a bouncing baby boy by Mrs. Kirby. They say the lad looks like his father.

Chicago Terminal

Merle D. Anton,
Correspondent

Part of the steel for the Randolph Street suburban station has already been erected and work is progressing rapidly on the remainder. We surely will be delighted when it is completed.

If you look very closely you will notice that Conductor Frank Fields has had his mustache amputated.

Following the exhibition of the dining and parlor cars, which was in charge of D. E. Ferner, Alva Parsons, Harry Stein, George Dabbert and others, Mr. Ferner had a siege of the flu. Evidently the fellows didn't take very good care of him.

Freight

L. W. Hodgetts,
Correspondent

NEW CARLISLE
"The Lost Parasol"

A highly excited customer, having just alighted from a car that was rapidly leaving town, came rushing into the depot, and wth many gesticulations exclaimed: "Oh, Meester Agent, my wife leave her barasole on the car. It was a nice leetle black barasole, mit a red lining and a black fringe all around him."

Quick action on the part of the night agent at New Carlisle recovered the lost article, making the patron feel that he received more than his ticket provided for.

GARY

Hello, Fellows! How do you like the new station record system? I think it's a hum-dinger.

Business at Gary is a little light. There was an increase of about $2,200 last month over same month last year. Industries starting up and things will be popping soon.

Mr. Tabor, assistant to Agent Kaylor, has resigned. Here will be an

ALONG THE SOUTH SHORE LINE

opening for a rate clerk and one who can play the billing machine. Night work.

The new 10,000-pound capacity crane is now ready for use. Send along your heavy freight. Don't worry about the weight, we will handle it.

Our general claim agent, C. P. Valleau, is reported on the mend since his long siege of sickness and expected to be out in the next week or ten days. Come on, "Val," we're all lonesome for you.

HAMMOND

We all wish to know who watched an empty car at Keith, when he thought he was watching a car of coal. This party reported no coal stolen after watching the car for two hours.

On February 10, Fred Cole, who was night clerk at Hammond freight house, was transferred to position as night ticket agent at Hegewisch, and Henry Toellner now is holding the position of night clerk at Hammond freight station.

We can move the cars—if we get them—as is shown by the movement of cars from our Nickel Plate connection at Michigan City to our B. & O. C. T. connection at Hammond. Most of these cars, records show, were only on our line two and one-half hours.

The interchange between our line and B. & O. C. T. is increasing daily, and we expect a very good business through this gateway in the future.

Say, fellows, how's this for a station record? One freight handler checked, unloaded, delivered also received and loaded an average of 24.46 tons of l.c.l. merchandise for the past fifteen days.

KENSINGTON

Spring must be in the air. Noticed some heavy eyelids these mornings, and all the heavy dates, too, but no new solitaire in sight yet.

We are just completing an extension to our transfer platform and now have a capacity of eighteen cars to a spot. Come on over, we have a regular "Board Walk."

Mr. Hassellof, our "Heavy," is still on a diet, shrunk from 210 pounds to 188 pounds, but look out if he ever boards a dining car. He says the only reason for delay is that trains with diners go through Hegewisch, "Like it ain't." Better move, "Al."

Another sure sign of spring: Our night foreman has just had his car painted. Oh, boy! It's a knockout.

Mr. Pricco of the night force is sporting a brand new Ford sedan. Hope we don't have to bail "Pete" out more than once a week.

This community is greatly disturbed over our future Calumet Harbor. Seems that the city is willing to hand it to the Nickel Plate Railroad, while the State Department prefers to have the project handled on a different basis.

Ways and Structures

W. J. Mallon,
Correspondent

The engineering department, as well as the entire personnel of the general office, is glad to find Miss Pauline Malinka, stenographer, back at her desk. Her absence was due to the death of her father.

We also are glad to have J. A. Kelley back with us again. Mr. Kelley has just completed construction work of the Twenty-first Avenue bridge for Gary Railways.

Mr. and Mrs. W. A. Underwood are enjoying an extended trip to Hot Springs, Ark. Judging by the literature received in his office, Mr. Underwood finds the springs hot and healthful.

The first day our dining and parlor car service was inaugurated, Mr. and Mrs. W. J. Mallon and Mr. and Mrs. John Hubenthal enjoyed a meal en route. The feminine members of the party reported it as a perfect meal—no dishes to wash was probably the reason.

All section foremen and many others attended the eighteenth annual Railway Appliance show last week. Many interesting features were exhibited at this show.

George Culbert and his gang of men are repairing and rebuilding the scale and scale pit at the shops.

Fred Parker, general foreman, Bridge and Building Department, and his gang have been doing overtime duty. All trucks in the Ways and Structures Department were painted our standard colors, and if anyone should ask the writer of this article regarding the class of work performed, it would be "artistic."

Electrical

Marshall Leach,
Correspondent

The Third Annual Line Foreman's and Superintendents' Conference was held March 3 and 4 at Purdue University at La Fayette, Indiana. The meetings were under the auspices of the engineering extension department under Professor Knapp of the school of civil engineering, and Professor Harding, head of the electrical engineering school. A very interesting program was arranged for the meeting consisting of talks by the members of the staff of the electrical school, followed by a discussion by representatives of utility companies. The meeting then was thrown over to a general discussion. The subjects discussed were city and rural distribution systems, codes and standards, radio interference, pole preservatives and other topics of interest. Merle Aldrich, electrical engineer, attended the meeting as a representative of this company.

Stop, look, listen! Still water runs deep and the devil lays down at the bottom, and thereby hangs a tale. Ask Charlie Ludden why he is happy these days. Where does she live?

Wallace Lloyd is delighted at the decision made: That girls may retain their positions after being married. He believes that two can live cheaper than one—if the other half retains her job.

All ladies at the general offices are wondering what Woodie is doing to reduce. For heaven's sake, don't, Woodie, they say they love a fat man.

You will all be glad to hear that Howard McPike continues to improve at the Clinic Hospital in Michigan City, and while confined there has taken up a course of study. Mack says it is mostly religious works.

Fellow readers, meet Virgil Code, the new general foreman of the telephone department. Virge has just come to Michigan City and says every one around the South Shore is treating him fine—same to you, Virge.

Raymond Gale Hotchkiss has deserted the electrical department and cast his fortunes with the transportation end of the game. Hate to lose you, Raymond, but good luck to you.

South Bend Terminal

Miss Mary Sirko,
Correspondent

An important meeting was held in the South Bend traffic department office a few days ago regarding improved faster service in connection with the Northern Indiana Railway, and definite announcement will be made shortly as to the results.

After a year's departure from the South Bend traffic department, R. E. Frantz, traffic representative, again has his headquarters in South Bend, but will also have the territory west of Michigan City, where he has solicited for the past year. The employes of the South Shore Line at South Bend, welcome Mr. Frantz and are very glad indeed to see him back.

Art Wattling, motorman, left for Springfield, Ill., a few days ago, visiting his father who was taken with a sudden illness.

A. W. Oberfell, left today to extend his sympathies, also those of the South Shore Line, to C. L. Ehrensperger, general agent, Monon Railroad, who is recuperating at St. Anthony's Hospital, in Michigan City, after undergoing a serious operation.

"Gee! It's rough," said Miss M. J. as they rode over some rough spots en route to Crown Point. "But, my dear," said Mr. McNulty, "I just shaved this morning."

Two northwest rooms on the second floor of the South Shore Line building, 301 N. Michigan St., South Bend, were leased recently to the Fellow Craft Club which will occupy

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them in a few days. The Eppa Club occupies part of the third floor of our building.

I wouldn't mind marrying for a day or two, or even a week or so, but to take an oath "Until death do we part," Oh! no, no, no, no.—Broken-Hearted R. E. F.

All of you, no doubt, know the traffic department at South Bend has a mailing list of approximately 1,600 persons, to whom all interesting pamphlets, bulletins, time tables, etc., are mailed each month. Practically every employe has very good friends, also persons with whom they come in contact while making their Better Business Campaign calls, that patronize the South Shore Line extensively who do not receive our advertising matter and who probably are unknown to the traffic department. If at any time any of you meet a person who would be interested, do not hesitate to drop a line to the South Shore traffic department, South Bend, giving their full name, street address, etc., and we will be very willing to place their name on our mailing list for issues of our monthly bulletins, etc.

During the past week R. E. Frantz, traffic representative, secured a nice amount of tonnage to move from Northern Indiana for South Bend. It will amount to about 400 carloads.

Through the courtesy of A. W. Oberfell, the Manufacturers' Club of Michigan City, were successful in securing M. A. Donahue of the Northern Indiana Public Service Company, South Bend, to be the speaker before the club March 22. Mr. Donahue's subject will be "The Future of Michigan City." Mr. Donahue will use the South Shore Line on this trip. He stated he would also give the South Shore Line $1,000 worth of advertising on that particular evening, before the members of the Manufacturers' Club.

Motormen

A. B. Parsons,
Correspondent

Motorman L. A. Thayer is again back on his run, after an absence of several weeks, during which time he underwent a serious operation.

Motorman F. G. Hendrix spent a few days in "Sunny Tennessee," his former home, recently.

Motorman A. D. Penfold reports that Mrs. Penfold who has been ill for several weeks, is slowly improving.

Concessions

Florence Ward,
Correspondent

Mrs. Esther Kaylor, popular supervisor of concessions, is sporting a new blue dress and looks like the first breath of spring.

Miss Alberta Geier, assistant supervisor, has been relieved and will return to her Gary home after having been in Michigan City for several days.

The concession attendants look with jealous eyes at the new South Shore Line dining cars as they speed past, for Messrs. McCall and Wallace seem to have forgotten us entirely since they can ride in the dandy diners.

Wonder why Dollie never visits any of the other concessions. What 'smatter, Florence Rapp, anyhow? Lest you might not be acquainted with the lady, will tell you that she is the stunning Miss at the South Bend concession.

A new girl has joined the ranks of concession clerks at Michigan City, and considering the short time she has been with us has made many friends. I almost forgot to mention that her name is Anna Drolema.

"Uncle" Albert may not be in the concession department but he is very obliging and always willing to lend a hand when needed. He, however, is no exception to the rest of the South Shore Line men. They are all a fine group.

A QUIET MOMENT AT MICHIGAN CITY

An itinerant photographer happened into the Michigan City station one day recently, as most travelers do when in that town, and upon looking over the group of handsome men and pretty ladies shown above decided that it was a perfect chance for him to ply his trade. The picture is the result.

From left to right are: Miss Florence Ward, of the Michigan City concession and correspondent for the PANTAGRAPH; Art Schaefer, of the Michigan City Police department; Alberta Geier, also of the concession department; Frank Bastedo, motor coach operator; and L. E. Keefer, passenger agent to whom the PANTAGRAPH is indebted for the use of the photograph.

The absence of patrons in the station is explained by the fact that everyone in Michigan City either has mileage books or commutation books and get right on the train without buying tickets. An interesting sidelight on this photograph is that a year ago when the station was rebuilt it was considered large enough to care for the business for several years, but even now a new one is in the process of construction.

General Offices

Helen Allbright,
Correspondent

The Better Business Campaign office has temporarily been moved to the Gary tower, mezzanine floor. Crowded working conditions and inability to sit, due to the remodeling of the general office necessitated this move.

It is about time for Fred Parker to take his annual twenty-four hour nap, "Remember Fred, the pipes freeze when the fire goes out."

M. J. Naughton missed the 5:44 train the other night. It's tough, M. J. but we must make Randolph Street in one hour and thirty-nine minutes.

W. W. Clemons and C. G. Scuffham spent last Tuesday in Milwaukee. It's a deep dark mystery why they went, and what they did while there. Bill says Scuffie left the lunch box on the train so they had nothing to eat all day.

Officers of Business Drive Organization

Team organizations in the Better Business Campaign, including field agents, captains and lieutenants, which have been chosen by the committee are as follows:

TRANSPORTATION
Field Agent—J. K. Gray

MOTORMEN'S TEAM
Capt. A. B. Parsons
Lieut. H. C. Reber
Lieut. Geo. Helm
Lieut. A. D. Penfold
Lieut. A. H. Blackburn
Lieut. M. Kiley
Lieut. B. O. Quinn

CONDUCTOR'S TEAM
Capt. H. A. Stein
Lieut. R. J. Taylor
Lieut. H. Hoffner
Lieut. W. J. Hedstrom
Lieut. J. Marvinske
Lieut. J. Guyer
Lieut. J. W. Mark

COLLECTOR'S TEAM
Capt. Otto Bartels
Lieut. A. Mercier
Lieut. M. Bowling
Lieut. J. Obringer
Lieut. E. Bassett

BRAKEMEN'S TEAM
Capt. Fred Eddy
Lieut. L. Powers
Lieut. H. A. Vanderpool
Lieut. M. Klue
Lieut. A. J. Guibert

DISPATCHER'S TEAM
Capt. D. E. Ferner
Lieut. J. R. Fogarty
Lieut. M. D. Anton

GENERAL OFFICE TEAM
Capt. C. G. Scuffham
Lieut. M. J. Naughton
Lieut. W. W. Clemmons
Lieut. L. Stephenson
Lieut. S. C. Sadler
Lieut. A. C. Tews

CONCESSION TEAM
Capt. Esther Kaylor
Lieut. A. Geier

AGENTS
Field Agent—C. P. Valleau

PASSENGER AGENTS' TEAM—WEST
Capt. C. O. Sesline
Lieut. W. H. Lyons
Lieut. H. J. Wright
Lieut. A. B. White
Lieut. N. C. Larson

PASSENGER AGENTS' TEAM—EAST
Capt. A. J. Krueger
Lieut. A. J. Bankson
Lieut. L. Keefer
Lieut. A. Abrams

FREIGHT AGENTS' TEAM—WEST
Capt. L. W. Hodgetts
Lieut. E. J. Mathews
Lieut. J. S. Kaylor
Lieut. W. L. Tabor
Lieut. A. C. Culp
Lieut. A. J. Popp
Lieut. E. N. Hosselhoff

FREIGHT AGENTS' TEAM—EAST
Capt. C. L. Rose
Lieut. C. S. Cronk
Lieut. C. E. Salisbury
Lieut. C. L. Tilt
Lieut. B. N. Briggs
Lieut. T. Cassidy

ACCOUNTING
Field Agent—J. G. Miller

ACCOUNTING TEAM
Capt. J. Titsworth
Lieut. O. H. Hansen
Lieut. W. M. Bernethy
Lieut. G. E. Gensch
Lieut. G. Segnitz
Lieut. C. McKinley
Lieut.2H. O. Connel

VALUATION TEAM
Capt. F. G. Williamson
Lieut. K. Kimmel

SHOP
Field Agent—M. M. Lloyd

MAIN SHOP TEAM
Capt. Wm. Ragsdale
Lieut. J. Schultz
Lieut. G. Schroeder
Lieut. H. Weigman
Lieut. N. McAlpin
Lieut. F. Rinehart

RANDOLPH TERMINAL TEAM
Capt. E. M. Day
Lieut. J. W. Marks
Lieut. O. Thorne

GARY TERMINAL TEAM
Capt. C. Mathias
Lieut. J. W. Strawser
Lieut. Wm. Hull
Lieut. G. Clarke

SO. BEND TERMINAL TEAM
Capt. T. Sedecki
Lieut. C. C. Tillotson
Lieut. H. McCarthy

ELECTRICAL
Field Agent—M. Aldrich

OVERHEAD TEAM
Capt. W. E. Wood
Lieut. J. F. Scrivnor
Lieut. L. Howard
Lieut. D. Gorman
Lieut. C. F. Ludden
Lieut. H. S. Hennard
Lieut. M. Yaros

SIGNAL TEAM
Capt. B. L. Smith
Lieut. W. Lloyd
Lieut. E. Braginton
Lieut. H. Addickes
Lieut. R. Osborne
Lieut. C. Kramer
Lieut. J. Barnes

TELEPHONE TEAM
Capt. R. Kendall
Lieut. J. Reiser
Lieut. J. Hasemeyer
Lieut. Wm. Rutherford
Lieut. H. Walcott
Lieut. J. C. Swain

WAYS AND STRUCTURES
Field Agent—W. A. Underwood

ENGINEERING TEAM
Capt. W. J. Mallon
Lieut. J. A. Kelley
Lieut. J. C. Weber
Lieut. O. Tatus
Lieut. A. Boller

B. & B. TEAM
Capt. F. Parker
Lieut. G. Culbert
Lieut. E. J. Fisher
Lieut. O. T. Rinehart
Lieut. C. Fothfuchs

TRACK TEAM—WEST
Capt. J. Hubenthal
Lieut. L. E. Bantz
Lieut. C. De Haan
Lieut. M. Bitner
Lieut. O. F. Harvey
Lieut. J. Salvato
Lieut. F. Mancuso

TRACK TEAM—EAST
Capt. E. A. Keeler
Lieut. G. Van Dusen
Lieut. J. H. Clemmons
Lieut. D. Bennett
Lieut. H. Jenkins
Lieut. Wm. Moore
Lieut. E. Rapp
Lieut. S. Havens
Lieut. R. Volstorf

For Saving Life

The above photograph shows both sides of the Britton I. Budd medal, awarded for the saving of a life to any employe of the public utility companies headed by Mr. Budd. Four of the medals were awarded at the recent first aid dinner in Chicago, a story of which appears on another page of this issue.

COMPANY HOST TO POWER COMMITTEE

By Merle D. Anton

Members of the Power Transmission and Distribution committee of the American Electric Railway Association, numbering about thirty, were guests of the railroad on an inspection trip March 9.

The committee made the trip in a special car, stopping at the various types of electric substations, the line car, and at the shops. They seemed very interested in the new equipment and the methods used on the South Shore Line.

The party was in charge of Charles H. Jones, general manager, who is a member of the committee. Electric railway engineers from New York City, Rochester, Philadelphia, Boston, Baltimore, Des Moines and Toronto, Canada, were among those who made the trip. They had been in attendance at the regular meeting of the committee in Chicago.

Among those representing the railway who took the trip were: Thomas G. Hamilton, assistant general manager; E. B. Stover, Merle Aldrich, W. E. Wood and Wm. P. Pearre.

Passenger Club Holds Stag

The Chicago Passenger Club, of which R. E. Jamieson, district passenger agent, is president, held its annual stag party at the Auditorium Hotel, March 7. Howard P. Savage, assistant general manager of the North Shore Line and national commander of the American Legion, was the principal speaker of the evening. In addition to Mr. Jamieson, William Petersen, traffic manager, and Dwight Wood, city passenger agent, attended the affair.

There's a certain distinction between "hot" music and "hot" wires.

The first meetings of the various teams and divisions were to have been held during the latter part of March.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 1 | MAY-JUNE, 1927 | No. 2-3

KRIESEL WINS FIRST PRIZE

BETTER BUSINESS CAMPAIGN

Prize Winners—Second Period

FIRST PRIZE—$100.
L. KRIESEL, Conductor

For indefatigable effort, competency and alertness in originating new business.

SECOND PRIZE—$50.
J. A. HANSEN, Conductor

For marked activity in procuring a considerable amount of new business.

THIRD PRIZE—$25.
A. J. BANKSON, Passenger Agent

For noteworthy persistency and diligence in developing new business.

FOURTH PRIZE—$20.
N. C. LARSEN, Passenger Agent

For keen interest and marked ability in obtaining new business.

Fifth to Twentieth Prize Winners

A. C. Tews, Chief Clerk, Shops.	$10	B. F. Morris, Carpenter Shops.	$ 5
M. J. Naughton, Secy. Gen. Mgr.	10	A. B. Parsons, Motorman.	5
G. T. Thompson, Motorman.	10	Laura Stephenson, Steno. Trsp.	5
Marshall Leach, Timekeeper.	10	J. B. Kohler, Student Engr.	5
Chas. Derrico, Collector.	10	H. A. Stein, Conductor.	5
J. S. Kaylor, Freight Agent.	5	W. E. Wood, Line Foreman.	5
M. D. Anton, Trainmaster.	5	J. C. Weber, Draftsman.	5
A. J. Krueger, Passenger Agent.	5	Mabel E. Farber, Clerk, Accty.	5

MAY WAS LARGEST PASSENGER MONTH IN LINE HISTORY

Total Number Carried Exceeded 200,000; Memorial Day Heavy

More than 200,000 persons were carried on South Shore Line passenger trains during May, the largest total in the history of the company for one month. Passenger revenue for the month was also greater than ever before in the history of the company.

These facts are most gratifying to all who have taken part in the Better Business Campaign and in this way helped in swelling the totals. They are significant in view of the promise they bear for future business on the South Shore Line in that they show what can be done when all forms of the company's service are cooperated for the one end of good service.

March, 1924, with a total of 190,644 was the largest previous month in the company's history, according to the statistical department. May [illegible] an increase of more than 7 [illegible] over this figure. The comparative figures follow:

Month	Passengers Carried
May, 1927	205,484
May, 1926	117,987
March, 1924	190,644

What was perhaps the largest three-day period in the history of the company occurred over the Memorial Day week-end. Every available passenger car was placed in service and in addition several units of Illinois Central equipment were rented for the Gary-Chicago service.

Hundreds of passengers took advantage of the splendid coordinated motor coach and railroad service to reach Western Michigan resorts and resorts on the South Shore Line itself were also very popular with the holiday throngs.

Special precautions were taken to insure uninterrupted traffic over the railroad through the detailing of emergency crews of men at frequent intervals along the railroad. All important highway and street crossings were protected with special flagmen and railroad crossings were also flagged by extra men.

The large amount of traffic was handled without a mishap of any seriousness and service of the highest type was furnished the large crowds. Extra service was supplied whenever found necessary by special trains and additional equipment on the regular trains.

GETS $100 TOP; HANSEN, BANKSON, LARSEN FOLLOW

Second Period of Business Campaign Closes—20 Get Cash

Louis Kriesel, winner of the second prize in the first period of the Better Business Campaign, was awarded the first prize of $100 in the second period of the drive, which closed May 15. Conductor Kriesel's success shows that his efforts during the first period were not "a flash in the pan" and also shows that when an employe has won one top prize, through continued effort, he may still win other prizes.

Louis Kriesel

Conductor J. A. Hansen was second in the amount of business gained and he took the second prize of $50. Agents A. J. Bankson and N. C. Larsen copped the next two awards of $25 and $20, respectively.

J. A. Hansen

"The committee wishes to congratulate these employes for their splendid work in the second period of the campaign," the letter accompanying the notices of the winners stated, "and to thank all participating employes for their marked activity and great interest shown in securing new business for South Shore Line.

"In each of the succeeding sixty day periods until the end of the year, similar cash awards will be awarded to the best business boosters, and a $200 cash award will be made to the employe procuring the greatest aggregate amount of new business for the year.

A. J. Bankson

"The second period of the campaign shows an increase of 20 per cent in the number of tips received over the first period.

"Let's all of us make an added ef-

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fort to secure a greater amount of freight and passenger business for our railroad during the remaining periods of the campaign, thereby proving our greater value to the South Shore Line."

The letter was signed by H. M. Lytle, vice president; Charles H. Jones, general manager; William Petersen, traffic manager, and E. Frank Gardiner, publicity director; as members of the committee and T. G. Hamilton, assistant general manager, as secretary of the committee.

N. C. Larsen

The sixteen others who received awards in the second period of the campaign are named in the full list of winners in an adjacent column of the PANTAGRAPH.

Evidence that greater interest and activity is being taken in the drive is shown by the figure quoted by the committee.

"There is still a big field for additional business in our territory, however," Charles H. Jones, general manager, said in discussing this good showing of the employes.

"As soon as everyone finds out how easy it is to get in on these awards with a little effort I am sure the lists of a committee will show a bigger increase in the number of employes participating.

"Our railroad has shown big increases in business during the months just passed, but they are nothing compared to what we could handle if everyone in the company would get out and help build the totals."

VISITS CONVENTION OF BUSINESS WOMEN

Miss M. J. Naughton headed a group of twenty Michigan City women who chartered a Shore Line Motor Coach on a recent trip to the annual meeting of the Indiana Business and Professional Women's club at Lafayette, Ind.

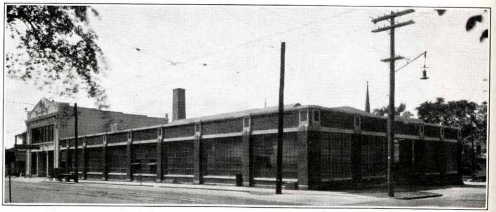
The group, which was accompanied by Nate Rosenberg, secretary of the Michigan City Association of Commerce, did all within their power to secure the convention for Michigan City in 1928.

Miss Naughton, in telling of the trip, says that she gained not a little advertising for the South Shore Line, Dunes State Park, the Shore Line Motor Coach Company and also Michigan City. She engineered many interesting features at the convention and feels sure that the railroad will gain through business to the convention.

Conductors Hold Enjoyable Dance in Michigan City

The Order of Railway Conductors held a most successful dance at the Casino Gardens early in May, more than 500 persons attending. The dancing was to the strains of Bob Armstrong's orchestra and was most successful. Conductors James Powers, Robert Reppert, Carl Geweiler and Hugh Sutton were members of the committee in charge of the affair.

NEW UNION STATION AND GARAGE OPENED AT MICHIGAN CITY, MAY 21



SOUTH SHORE LINE POSTER WINS TWO ART SHOW MEDALS

Art Directors Club and Barron Collier Awards Made

The South Shore Line has just carried away unusual honors with one of its advertising posters at the Sixth Annual Exhibition of Advertising Art held at the Art Center in New York city.

Three of the posters used during the last year by the South Shore Line in advertising its service were accepted for exhibition and one was awarded two medals—the Art Directors Club medal and a medal given by Barron Collier as a special prize for meritorious poster design advertising railroad service.

All three South Shore Line posters were the work of the late Oscar Rabe Hanson. The poster which won the first prize was entitled "Homeward Bound" and pictured wild geese in flight silhouetted against a full moon. The prize winning poster and the medals are reproduced in another column.

Met Keen Competition

The South Shore Line poster was entered in competition with the work of some of the leading artists and advertising agencies of the country. First honorable mention in the poster group, after the award of the two medals for the South Shore Line poster, was given to R. H. Macy and Company, the New York department store, and the New York Central Lines received second honorable mention for one of its posters.

The exhibit was on display for one month and attracted wide attention in the East. A total of 333 pieces of art work were exhibited.

Will Be Reproduced

Reproduction of the work exhibited will be published in the "annual of Advertising Art" to be published this summer. This Annual has been published for the last five years following the exhibition and has become the standard work of reference for artists, advertising men, advertisers, printers, engravers, publishers, art students and others.

The South Shore Line brings out a new poster every month. These are displayed at the elevated railroad stations of the Chicago Rapid Transit Company and at the South Shore Line Stations between Chicago and South Bend. This type of advertising was adopted about two years ago when Britton I. Budd became president of the railroad and has attracted much attention and favorable comment. Many of the posters featuring the Indiana Dunes have been used in the class rooms of the public schools.

REWARDED

Husband—"My wife explored my pockets last night."

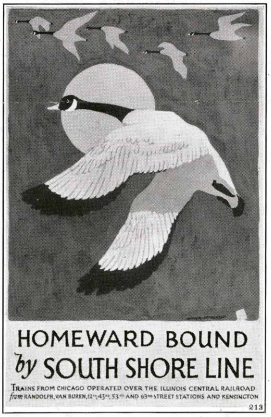
Friend—"What did she get?"

Husband—"What all explorers get, enough material for a lecture."

MEDALS WON IN POSTER CONTEST

The Art Directors Club medal awarded the poster shown below at the annual exhibit held by the organization. Barron Collier Medal awarded the poster.

Winning Poster



This is a reproduction of the South Shore Line poster which won two medals at a recent advertising exhibit in New York City. Art from all over the country was displayed.

May Freight Business Shows Big Increase Over Preceding Month

Freight business on the South Shore Line during the month of May showed a substantial increase over that of the preceding month, and indications are that during June the total cars and tonnage will be even larger than during May.

Carload freight has been a big factor in the increase, among the commodities hauled being coal and sand. Figures for the two months show May with a 27 per cent higher total of freight than April.

The two new freight locomotives recently delivered to the railroad by the Westinghouse company have aided materially in handling this increased business, relieving some of the larger locomotives which were being used for switching and work trains.

The new locomotives are 57-ton capacity and will be used in switching and other service in which a heavier locomotive is unnecessary, effecting a saving in operating costs.

The PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
Wm. P. Pearre.....Editor

Vol. 1 MAY-JUNE, 1927 No. 2

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Name of contributor is desired but will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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Business Increase

Two stories in this issue telling of increases in freight and passenger business should spell satisfaction to every employe of the railroad, especially to those who have added impetus to the rise through their efforts in the Better Business Campaign.

As Mr. Jones pointed out in a recent talk, investments in equipment, roadbed and every branch of the company's property have placed at our disposal the finest tools made to work with and it is up to us to put these tools to their greatest usefulness.

Only by putting every shoulder to the wheel will the growth of business reach a point in proportion to the costly improvements made. A return must be made on the investment in order that additional capital will be forthcoming for greater improvements for which we all wish.

The Better Business Campaign furnishes each one of us with the easiest and best means of doing this, with perhaps cash remuneration in addition to the added value to our own position with the railroad.

Company Section

One of the most important things which has happened on the South Shore Line recently from the standpoint of employes, is the organization of our railroad's company section of the American Electric Railway Association.

The two meetings of this body which have been held, the first an organization meeting, have been intensely interesting to every one who attended and the increased attendance at the second attested to the interest in the functions which is being engendered by this interesting material furnished at the meetings.

In addition to the instructive and interesting educational features of the meetings they afford a social gathering of an enjoyable type following the business portions of the programs. Dancing and card playing have been among the entertaining features of these programs.

GIVES DETAILS OF FREIGHT TRAFFIC DEPARTMENT OPERATION

By A. W. Oberfell
General Freight Agent

Note: This is the second of a series of articles which will outline the theory and operation of the several departments of the South Shore Line for the information of our readers.—Editor.

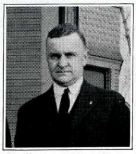
THE functions of the freight traffic department might be summarized as follows:

Solicitation and securing of freight traffic.

Securing and location of industries.

Handling of rate matters and adjustments.

Solicitation is perhaps the best known function of our department. Regular and frequent calls must be paid to traffic managers of industries along our line and new tariffs and interchanges explained to them, together with the many other advantages and attractive features of South Shore Line freight service.



A. W. Oberfell

It is by this method that the many tips received from the better business campaign committee are followed up and new business developed. At the outset this work was a difficult undertaking as it was necessary to convince the prospective customers that a new order of things had come into being on the railroad and some of the costly delays they had experienced, together with other service mishaps, had been relegated to the past.

At the present however, through furnishing better service and letting shippers know of this service our freight business is showing a healthy increase.

Since the railroad came under its present management the following industries have been secured:

Sterling Coal Company, South Bend.

Cabanette Corporation, Michigan City.

S. J. Taylor Sand Co., Michigan City.

Dunes Lumber and Supply Company, Tremont.

Bates Steel Company, Gary.

At the present we are working to obtain several other important industries for location on the South Shore Line and patrons of our service through special industrial tracks into their plants.

During the past year we have become a party to practically all steam railroad tariffs, applying to all parts of the country, which enables us to handle business to and from practically all territories. Highly important to us was our line becoming a party to Agent Galligan's Switching (Chicago) tariff, with the result that we can handle carloads to and from all industries in the Chicago switching district, except those located on the New York Central railroad.

With the new connections we can now handle carloads of all kinds from such important eastern points as New York City, Philadelphia, Boston and other eastern points to points west and southwest in connection with the Nickel Plate at Michigan City, thence over our line to Hammond, or some other junction, to any western road at Chicago. In the same manner we handle carloads of flour and feed from Minneapolis, and Omaha; cars of machinery from Chicago and other points; to stations in Indiana, Ohio, Michigan, Pennsylvania, etc. On all this through business we are the intermediate carrier.

Service to Michigan

A short time ago we inaugurated over-night, less than carload, freight service between Chicago and Dowagiac and Kalamazoo, Mich. This freight is handled on the so-called "Merchandise Run," which leaves Kensington about 9:40 p. m. and arrives in South Bend two hours later.

At South Bend it is transferred to Carey and Leach motor trucks and delivered to consignee before 8 a. m. the following morning. Similar service is in effect from these Michigan cities to Chicago. We are working on another schedule which, when it becomes effective, will open to us nine additional towns in Michigan, with a consequent increase in tonnage and revenue.

A new and larger interchange track is to be built at Michigan City which will take care of 58 cars instead of 7 as at present. At Gary a 40-car interchange track is being built to care for interchange with the Wabash railroad. This interchange will open up considerable new territory to us, especially to and from Michigan City.

New Track at Hegewisch

Another 40-car interchange track is being built with the Chicago and Western Indiana at Hegewisch. It will expedite carload deliveries at industries and bring us additional carload freight and revenue.

The outlook for the South Shore Line is most promising and on account of the increase in l.c.l. and carload tonnage we have been compelled to increase facilities at our stations and our station forces. Without doubt this year will be the best the South Shore Line has ever had, from a freight viewpoint, as both shippers and consignees appreciate to the fullest extent the wonderful time we are making with their shipments. Much credit for this is due to the transportation department, as they always cooperate 100 per cent with this department to see that delays are reduced to the minimum.

ALONG THE SOUTH SHORE LINE

Diners—Parlors

L. J. Hile,
Correspondent

I noticed in last month's issue of the PANTAGRAPH that your correspondent, Merle Anton, reports that our good friend, D. E. Ferner, had a siege of the flu immediately following the exhibition of the dining and parlor cars, saying this was a result of the "fellows" not taking very good care of him.

The stewards in charge of the diners take exception to this statement if they are to be included in the "fellows," as Mr. Ferner made the expression that after the enjoyable meals he had on the diners during the exhibition he did not think he could get along with the wife any more.

We have good reason to believe something happened besides a case of the flu because the following conversation was overheard between a fellow employe and Mr. Ferner:

Fellow Employe: "Glad to see you about again, Mr. Ferner. What happened, try to eat some of the wife's home cooking after all those good meals on the diners during the exhibition?"

Mr. Ferner: "Not exactly, just made some fool remark about it."

Steward Roy Kirby has tendered his resignation, and is succeeded by Mr. Snyder. Mr. Snyder is a very capable dining car steward and was formerly with the Illinois Central Railroad.

Steward Hile has taken the relief job. He took a trip to Peoria last Sunday in an endeavor to bring back one of the A. B. C. bowling medals. While not successful in this respect, he at least got a slice of the "bacon."

Mrs. Speed, wife of our supervisor, accompanied by her sister, spent a week end in South Bend recently, and had a pleasant trip. Mr. Speed joined the party on the return trip.

The first meeting of the AERA was held at Michigan City during the month and a large crowd was in attendance. The program was a delightful one and enjoyed by all. Probably the most entertaining feature of the evening was put on by Mr. Speed, supervisor of the South Shore dining and parlor cars.

The South Shore Line is to be congratulated on having in its employ a man with such magic powers, and it is suggested by some that he be persuaded to change some of the cars into first-class parlor and dining cars, which is not a bad idea. Since putting on his acts at the AERA meeting, Mr. Speed has been deluged with requests and contracts for future engagements.

The stewards who witnessed his performances have agreed to keep an eye on him while riding in dining cars for good reasons of their own. All present admit that Mr. Speed is a good provider of entertainment and hope to have the pleasure of seeing some more of his magnetism in the near future.

The diners and parlor cars were kept busy during the month with special parties. The new service is progressing very satisfactorily and the indications are the cars will have plenty of business during the summer months.

Stewards Hile and Aylesworth, with their families, made a trip to Milwaukee via the North Shore Line recently and enjoyed the trip immensely.

Mr. Speed has moved his residence from the Tower apartments to a building right opposite and both he and Mrs. Speed are well pleased with the new location. Their telephone number remains the same—Plaza 3979.

The following is for those who can smile once in a while:

Alice: "If I marry you, will I have to take in any washing?"

James: "No. Just wash and hang out. I'll take 'em in."

Auditing

O. H. Hansen,
Correspondent

George Segnitz, paymaster, is sporting a new Chevrolet coupe. The "Sheik" will probably have more dates than ever now; "blondes" preferred.

Lillian Meyer, former employe of the purchasing department, entertained the South Shore Girls' Bridge Club on March 21. The first prize was won by Mrs. Leona Sprencel, while the consolation token went to Miss Dorothy Sprencel.

The story is going around that Kenneth Kimmel has "invested" some of his earnings in a diamond for a certain young lady. "In the Spring a young man's fancy lightly turns, etc." Congratulations Pauline.

Miss Evelyn Keiper celebrated her birthday on Thursday, March 24.

George Gensch, disbursement accountant, visited one recent Sunday in Milwaukee, Wis., the occasion being a family party, celebrating Mr. Gensch, Sr.'s birthday. While in Milwaukee George reports hearing quite a number of compliments on the service being rendered at the present time on the South Shore.

Mrs. Louis Krueger, 815 E. Eleventh street, entertained on Thursday evening, March 24, for Miss Elsie Costello in honor of her birthday.

Miss Loretta Arnold spent Saturday and Sunday, April 2 and 3, at Indianapolis.

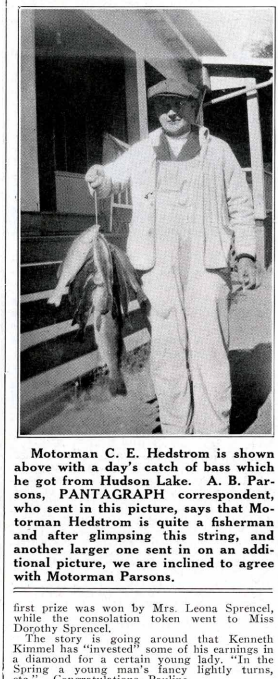
Miss Helen Lukow entertained the Young Ladies' Bridge Club on Monday evening, April 4. Mrs. Clara McKinley convinced all present that she was the best player, and received a very pretty luncheon set as the first prize. Miss Frances King received the consolation token. This was another enjoyable social event for the young ladies. Miss Lukow, assisted by her mother, served dainty refreshments.

O. H. Hansen, auditor passenger receipts, and Mrs. Hansen spent the Easter holidays visiting friends at Grand Rapids, Mich.

J. O Corson of the freight accounting department, was slightly injured on April 11, at South Bend. He has been on the job every day in spite of his bruises. "Take it easy next time, Jim."

H. O. Connell came to the office the other day wearing a very attractive tie. We always thought that Mr. Connell hailed from the "Emerald Isle," his ancestors perhaps dropping the "O" in the ocean when coming across, but judging from the colors and makeup of the tie he must be "Scotch." Harry will not need any horn on his automobile; his tie will be loud enough to warn pedestrians.

A Day's Catch



Motorman C. E. Hedstrom is shown above with a day's catch of bass which he got from Hudson Lake. A. B. Parsons, PANTAGRAPH correspondent, who sent in this picture, says that Motorman Hedstrom is quite a fisherman and after glimpsing this string, and another larger one sent in on an additional picture, we are inclined to agree with Motorman Parsons.

Ways and Structures

W. J. Mallon,
Correspondent

The lid is off! Miss Pauline Malinka, stenographer in this department, informed us that St. Patrick's Day was one of the happiest days in her life. No wonder, upon her left hand is displayed a stone which would make anyone blink. Many of us used smoked glasses to get a good look at it. It looks as if the valuation department and this department will soon be related. At least we hope she gets the other ring soon and releases us from this suspense.

J. A. Kelley gave the South Shore some additional business last week by moving his household goods from Gary to Michigan City. He is making his home with his mother and sister on North Ashland avenue.

Spring is here—Fred Parker blossomed forth with his Spring regalia. Honest, Fred, the hat makes you look like a "sheriff" from Arizona.

The green-eyed monster, "Jealousy," captured Albert Markle Boller, field engineer, when he saw Fred in his Spring hat. To even things up "Al" purchased a new light tan suit. We don't like to broadcast everything we know, but Al has been seen in Michigan City frequently with a lady. Ease our minds, Al, who knows, we may want to meet her.

Joe Salvato, section foreman, has long wanted a better half. Joe figured before he could capture a wife he had better grow facial hairs on his head. After applying everything available with no success, Joe is now trying to make an appeal by purchasing a new Chrysler coach. Good luck to you Joe, we hope you find her. It ought to be easy with a Chrysler.

Mike Bitner, section foreman in Gary, is displaying a broad smile. The new section house is no doubt the reason for the smile. Anyway Mike, we got to hand it to you; the Gary section has a reputation of being well kept and the upkeep of the yard about it is a credit to the railroad.

Guy Vandusen, section foreman in New Carlisle, has been detailed on scouting duty in his spare moments. For years Mr. Vandusen has kept us informed as to the progress of wild strawberries, cherries, blueberries, etc. When these are ripe, Guy usually is visited by many employes in the way and structures department.

The way and structures department has started on its construction program for 1927. This includes the erection of a concrete bridge over Industrial Highway. Also, 100-lb. rail has been laid east of Gary in the vicinity of Miller. The work will progress as rapidly as materials are received.

Shops

A. C. Tews
Correspondent

Personals

Chas. H. Pearce, night inspector helper at the shops, has been confined to his home the past few weeks due to injuries he sustained to his knee. He is reported as on the mend and no doubt will be able to resume his duties in a short time.

Ray Hufford, who you will recall received a severe electrical shock and burns sometime ago while employed as a hostler on one of the steam locomotives which was used on construction work, is now slowly recovering from another operation which was performed on his right foot. This operation no doubt removed the last obstacle toward the complete recovery of Mr. Hufford.

Skinny, Joe and Smitty, they're always on the go.

They do a little here, they do a little there. But when it comes to working, you can't find them anywhere.

Superintendent M. M. Lloyd is breaking in a handsome eight-cylinder Marmon which he

ALONG THE SOUTH SHORE LINE

purchased a few weeks ago. There has been much said about the speed of the electric motor cars and now Mr. Lloyd will not have to take anyone's word for their speed, as he has something which we feel he can successfully check their speed to his own satisfaction. In other words, its the latest thing in a motor car. We might add while he is breaking in this new one his son has a car which needs no further service of this kind. He also anchored it, during the recent heavy rains, to a tree to keep it from floating away.

H. F. Foster and his better half spent Sunday afternoon in South Bend. Monday morning H. F. came in the shop all out of breath and said: 'Fellows, what do you suppose I saw in South Bend, yesterday??"

Of course nobody knew. "Well, fellows," he said, "this might sound foolish but I saw it with my own eyes, one Spitz pink dog."

Better change your brand H. F.

We always wondered why "Skinny" Foster quit the barber trade, and now that we've seen the "Easter haircut" he administered to A. B. Smith, is it any wonder?

Did anybody happen to see Carl Dittmer's sweet sheba when she was out visiting him at the shop last week? Nice looking girl, Carl, but please be careful, the best of them fall.

Since the cars have two pantagraphs, we are expecting "Uncle Walt" Diedrich to jump off a car most any day.

Our candy bootlegger, Oiler "Hank" Washluski suggests that Mr. Ragsdale buy each of the inspectors a piece of candy every day, thereby increasing his business and keeping the inspectors in good humor.

On April 22, the day of the Championship First Aid meet in Chicago, about 50 per cent of the mechanical department employes were represented. We feel this is a rather high figure in representation of a complete department.

Storeroom Addition

An addition, adjoining the northwest corner of the Main Repair Shop, located at Michigan City, has been completed. It is forty by fifty feet with two floors, giving the stores department approximately 100 per cent increase over the previous floor space. The construction is of brick and steel. The design conforms to that of the main building.

We entertained hopes that General Storekeeper, S. C. Sadler would initiate his newly acquired addition with appropriate entertainment or, at least extend invitations to hold a dance, but alas, he moved in without further ceremony.

There is still another addition, which will be available in the near future, namely the addition to the general office building at Michigan City, and hopes are not given up that Mr. Miller, the auditor, will consider the above seriously.

Equipment Notes

Nearly all cars have been equipped with an additional pantagraph. This taking the place of the trolley pole which was formerly part of the car equipment. Mr. Lloyd, superintendent shops and equipment, states that an average of one car per week will be maintained until all cars are equipped.

Lacquer finish, which no doubt, will give longer life to the finish of the cars, has been applied on one of the all-steel passenger cars. The process used as well as the material used is of the highest standard and recommended practice.

Car No. 401 which made its appearance recently, is the latest "Creation" of the mechanical department. This is one of the old A. C. Ry. cars which was rebuilt for merchandise dispatch service. The car has complete electric equipment and will be used exclusively for package freight between Kensington and South Bend. Heretofore this class of L. C. L. was handled in M. D. trailers handled in connection with regular passenger cars as motive power. This car can also handle one or two trailers if conditions warrant it. The car has been painted standard orange, with Tuscan red trimming and makes a fine addition to the rolling stock of the company. This car will also release one of the passenger motor cars which is urgently required to handle the ever increasing passenger travel.

Installation of the new type of bolster has now been made on seventeen cars to date. Progress is also being made on installation of second pantagraph equipment, fourteen cars being equipped. Results from both types of betterments are noted daily. After the bolster changes Mr. Underwood, superintendent of ways and structures, can take the permanent waves out of the tracks.

C. E. R. A. Meeting

A meeting of the Central Electric Master Mechanics Association was held at Ft. Wayne, Ind., on April 7 and 8 at Hotel Keenan. M. M. Lloyd, superintendent of shops and equipment, is a member of the committee on Uniform Charges.

Several subjects were also discussed pertaining to the construction of standard cars for use between electric lines. Master mechanics from the representative electric railways from Ohio and Indiana were present.

A trip through the shops of the Indiana Service Corporation piloted by Arthur Reddison was a feature of this meeting. Mr. Reddison can well be proud of his shop as he has almost everything needed to work with.

The next meeting of the association was to be held on May 11 at Webster Hall in Pittsburgh. Trips were to be made through the Westinghouse Electric and Manufacturing Company and the Westinghouse Traction Brake Company's plant. Invitations have been issued to inspect the shops of the Pittsburgh Railway shops including the automatic car washing machine when in operation, which is something all master mechanics are very much interested in.

The serious part of this trip was due to an exchange of hand baggage which someone made with Mr. Lloyd while he was checking out of his hotel. Contents of the bag left with Mr. Lloyd included a bottle of the forbidden spirits, which he was very anxious to dispose of before a keen scented agent took him in charge for another's crime.

Concessions

Florence Ward,
Correspondent

Mr. Krueger: "Well, Florence, where is our guest, Miss Naughton; it is already 7:30"

Florence: "I am sure if she isn't sick she would be here, for she is one of the South Shore concessions steady customers."

I think Jimmy is funny. Since they opened the new concession at the Gary Street Railway, Michigan City is too common for her. But just wait until we move in our new station, Vera Shupper, you will wish you were with us again.

The youthful son was lunching with his mother at the South Shore concession.

"Will you have pie or ice cream," asked Dolly, the waitress.

The youngster pondered deeply and said: "Neither, thank you, I will have an ala mode."

"Father, I can't eat this soup."

The waitress, Opal, gave him another bowl of soup.

"Father, I can't eat this soup."

Father: "Why can't you?"

"Father, I have no spoon."

Lillian and Jimmy went to Chicago to do their Easter shopping. Jimmy bought a new blue coat. Lillian said she wouldn't take Jimmy with her again if she is going to hang onto her coat sleeve like a little kid tagging along.

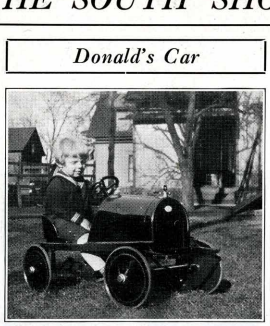
While Dolly was waiting on one of her customers the other day, her tooth came out, so now she doesn't talk so much. You just notice the next time you see Dolly.

The concession department has a new clerk who is very pleasant and is well liked by everyone. No, she doesn't work in the South Bend station, she works in the Gary station. Oh, yes, her name is Violet Gibby.

Girls, we will have to give Esther more time to eat when she comes to see us, for she is getting thin. Let's not make her work so hard. I know we are all willing to help.

Anna, don't sell root beer for coca-cola again, for Slim can tell the difference between root beer and coca-cola.

Donald's Car



Donald Ward is sitting in his high speed automobile at his home in Michigan City. Donald says it is a fast car but not quite as fast as "Mamma's South Shore" cars. He is going to be a conductor some day, as long as he can't be a concession clerk like his mother, Florence Ward.

Mechanical

Marshall Leach
Correspondent

The friends and acquaintances of E. R. (Steve) Stevens were all extremely sorry to learn of his tragic death Monday morning, April 11. Steve had but recently recovered from a serious accident which he sustained at work almost a year ago. After working all day Saturday and Sunday Steve went out for a little air and recreation in his new flivver Sunday night. He got in a smash-up and was fatally injured at Calumet, dying the next morning at the St. Margaret Hospital in Hammond. We are sure going to miss you Steve.

We also wish to extend our sincere sympathy to J. M. Patee, who has just returned from Iowa, where he attended his mother's funeral.

In last month's Pantagraph there was a long article on the First Aid Contest in which the various departments were engaged. We are justly proud to say that of the eight men chosen to represent our company in the inter-company championship contest seven come under our jurisdiction. They are Howard Glashen, captain; Mitchell and Gorman, linemen; Shellenburg and Leach, apprentice linemen; and Lloyd, signal clerk. The other member is Bantz, roadmaster's clerk. We may attribute part of the success of these men to the fact that most of them have had previous first aid training, but most of it is due to the enthusiasm with which they went into the work, and to the whole-hearted backing and encouragement which they received from the department as a whole. We are no as a prophet, but we feel it is safe to say that the choice of these men will be justified when they take part in the Big Contest in Chicago, Friday night, April 22.

Wally, the flaming youth of the signal department, has blossomed forth with a brand new collegiate flivver. If someone will just contribute some white paint for the usual wise cracks he will be all set for the season's sports.

Earl Braginton, signal maintainer, after spending most of the winter painting his car a bright pigeon egg blue, finds that he will have to repaint it because his wife refuses to ride in it.

The entire office force and signal department have been pleasantly surprised lately by an unusual run of good nature on the part of the signal supervisor. Everyone was at a loss to explain the phenomenon until we happened to see a copy of the Railway Signaling magazine, and found in it an article signed "B. L. Smith," in letters a half inch high.

Al Hughes, signal lineman, is praying that warm weather stays. He is forced to this hope by a recent injury which his foot sustained while he was cutting up fire wood.

We were wondering why the telephone operator was marking the days off the calendar,

ALONG THE SOUTH SHORE LINE

until one day we discovered that she was wearing a new diamond ring. Good luck and best wishes, Irene.

Merle Aldrich, electrical engineer, has purchased a house on Carroll avenue and expects to move in very shortly. Hope you never have cause to regret your adventure in real estate Merle.

We earnestly request that laughs and wise cracks, at Pattee's expense, be suppressed as much as possible. He walks and holds his head that way because of injuries sustained in a Chicago, Milwaukee & St. Paul wreck on his return from Iowa.

Members of the First Aid team were required to render professional assistance to one of their fellow members when Pete Mitchel found that his car had been stolen while he was attending a practice meeting. We suggest that you practice a little safety first, Pete.

Better come back to the general office once in a while to look after personal interests Marshall. We notice some strong competition in the mechanical department.

Step forward ladies, first come first served. Charlie Ludden has a new car and is looking for help in passing the time away these pleasant spring evenings.

Traffic—Chicago

C. L. Binger
Correspondent

Friends of L. W. Hodgetts, former agent at Kensington, will be glad to learn of his appointment as traffic representative, with headquarters at Room 605, 79 W. Monroe Street. This is a much merited promotion for Les, and we know he will make plenty of noise so we will hear of him plenty.

John F. Kilnowski is getting boastful of his prowess as a handball player. This accounts for the expansion in Johnnie's chest measurement.

Dwight G. Wood has startled us all with a noisy spring suit. The suit is a "wow." Have you heard it? Dwight is lamenting the oversight of the newspaper photographers, as we understand he was strutting his stuff on Easter Sunday and missed getting his picture in the paper only by a few inches.

R. E. Jamieson is taking on all comers as a barker. Jamie's quick thinking saved the day when he was eulogizing Chicago at the nation's most progressive city. One of his fair listeners asked him the name of a new building on Wacker Drive and he, being an honest sort of a chap, acknowledged his inability to provide the information. However, he did tell the lady that the place wasn't there when he passed that morning on his way to work.

General Offices

Helen Allbright,
Correspondent

Mattie Taylor of the transportation department, has resigned her position as stenographer.

Lilah Thompson, a former employe of the company, is with us again, this time in the transportation department. Welcome home, Lilah!

Frank Winegar of the B. B. C. department started for New Orleans on his annual vacation, but due to the flood he spent the time in the hospital removing his tonsils. Our sympathies are with you, Frank, you'll never look the same.

Miss M. J. Naughton, who recently celebrated her twentieth anniversary with the company, was the recipient of a lovely bunch of roses on the occasion. Miss Naughton came with the old Hanna Line, and continued with it during the construction period, and was for many years the private secretary to the president of the old South Shore Company. Congratulations, M. J.!

Miss Marie Kelley of the B. B. C. department and her brother, Jack Kelley, of the maintenance of way department, have moved to Michigan City. That's right, Kelleys, come to a REAL TOWN.

W. A. Pipher, the statistician, is the proud father of a 9¼ pound son, Ralph William. Father and mother are doing nicely. We understand that this large infant will pass the candies and cigars in person next week.

Better business—whew! A. W. Oberfell reports a new son in the family. Wanted a girl, we understand. Too bad, Al, better luck next time.

Among the welcome visitors at the B. B. C. department last week were: Former Roadmaster Jim Forsyth, who is now in Cleveland, and Frank Stanton, the former Apollo of the South Shore. We were certainly glad to see them.

It is indeed good to have C. P. Valleau, the genial and good natured Freight Claim Agent, back at the office after a long siege of sickness. He lost 56 pounds, and the way the girls rave about his skinny appearance, there is no doubt they DO love a fat man.

John Fogarty, chief dispatcher, was out relieving the trainmasters along the line and while in Chicago stopped at the Morrison Hotel. Watch your step, John.

Laura Stephenson spent Thursday and Friday in Chicago on a shopping expedition.

Readers, meet George Blockno, the beloved janitor of the general offices at Michigan City, who has a greenhouse of flowers that would take a prize at any horticultural show. When the grass starts to grow and the flowers to bloom, we invite you all to be guests of the ever-popular George.

The First Aid Team did themselves proud at the meeting in Chicago last Friday night —and we're all proud of you.

Motormen

A. B. Parsons,
Correspondent

Never bet on a sure thing. Ask Frank.

W. C. Shepherd was called to Ohio recently by the death of his sister.

Mrs. C. E. Hedstrom, who underwent an operation at St. Anthony's Hospital recently, is getting along nicely.

Frank Killingbeck is taking lessons on how to drive a Hudson. Frank is more familiar with a Dodge.

Fred Bentley is working days, but says it is hard to sleep nights.

H. C. Reber is driving a new Willys-Knight. Nothing too good for Hank.

A number of motormen, together with several hundred other employes, attended the first aid contests at the 131st Regiment Armory in Chicago. A good time was had by all.

O. D. Fay is driving a new Whippet.

"Doc" Thayer has bid in a "sand job" for the summer.

George Brugh is back on the job. Good luck to you, George.

Quite a few motormen attended the first meeting of the South Shore Line section of the A. E. R. A. recently held at the Casino Gardens and were well repaid for their attendance.

Conductors

Louis Kriesel,
Correspondent

Mr. and Mrs. Carl Miller recently celebrated their sixth wedding anniversary in Hegewisch. Carl reports having a fine time. He says he likes to go to Hegewisch on account of having a fancy for Swedish "turkey." Ask Carl, he can tell you all about it.

Gene Hall and Louie Mitchell have gone into the farming business. Gene is located on the County Line road, near New Carlisle, and we understand, is going into the stock raising business. The South Shore Line is putting in a siding near the County Line for future business. Later on, no doubt, they will build some large stock pens at this point to care for Gene's shipments.

Louie Mitchell is going into the dairy, hog and chicken business. He has a stock of 900 chickens, 200 hogs and one real fresh cow. Louie broke in for a week and finally was okehed for milking. The line will have to build a milk stand at Cook station now, for Louie will no doubt be a heavy shipper of milk and other products. All employes can place their orders now for milk, chickens and hogs.

We are sorry about Conductor Kinney's misfortune, he having broken his ankle, and hope everything turns out all right. We all want to see you back on the job again, "Oswald."

Anybody who doesn't know what a "wampus" is ask Charley Lambka. He will answer all details.

Frank Killingbeck was seen steering a Ford at the Michigan City station the other day. He performed so well that a number of prominent Michigan City people have offered him a job as chauffeur. No doubt he will accept one of these offers, as he sure knows his groceries when it comes to steering automobiles.

Earl Ferner was caught at New Carlisle recently transferring a carload of freight all by himself. When asked what the big idea was he said he was doing it to reduce and had to come to New Carlisle to do it.

Roy Falk has lost considerable weight since he left the dining car run.

Conductor Dabbert has lost about sixteen (no more) of his upper teeth. He is now waiting for Woolworths to put in a stock so he can refill. Maybe George is getting old?

A Union Station has been put up at the South Shore-Nickel Plate crossover, near the shops. It is very convenient for South Shore and Nickel Plate passengers. No agent in charge at this date.

SPRING

By O. N. Hansen

The Fisherman

Behold the Fisherman! He riseth up early in the morning and disturbeth the whole house. Mighty are his preparations. He goeth forth full of hope, but when the day is far spent he returneth with spirits dragging and the truth is not in him.

* * *

Won't Be Long Now!

Spring is here and it won't be long now until we will see Ed. Hedstrom, Bert Shepperd, Howard Bybee and Tony Sobecki going after the black bass at Hudson Lake, and Jack Glick will be going to Hansen's Mill Pond with the fish pole over his shoulder after a gunny sack full of Blue Gills.

* * *

The Best "Fish Story" I Ever Heard

A game warden patrolling a stream came upon a 14-year-old boy with a 10-inch trout at the end of a string of suckers.

"That's against the law," said the game warden.

"I know," was the reply, "but mister, I came here to get a mess of suckers. I landed that trout on the first throw. I tossed him back, but caught him again. That darned thing wouldn't stay off the hook. He was driving away the suckers and eating all my bait. After I had caught him five times I tied him on the end of my string and in 20 minutes now I've caught six suckers. I'm keeping him alive, and as soon as I get my mess of suckers I'll let him go."

DR. HART E. FISHER HEAD OF NEW SOUTH SHORE DEPARTMENT

Britton I. Budd Places Medico In Charge of New Office

Establishment of a South Shore Line medical department was effected recently by Britton I. Budd, president, in an official order to company executives and heads of departments.

Dr. Hart E. Fisher, who for some time past has been chief surgeon of the Chicago Rapid Transit Company and the North Shore Line, was placed in charge of our railroad's department.

The order from Mr. Budd, which outlines in detail the functions of the department, follows:

Effective today there is hereby created the Medical Department, which will have complete charge of and full responsibility for all medical, surgical, and related work of the Chicago South Shore and South Bend Railroad Company. The headquarters of the Medical Department are located at 79 West Monroe Street, Chicago.

The Medical Department will be under the immediate direction of a Chief Surgeon, who will report to the General Manager. The Chief Surgeon will be responsible for the general administration of the work and personnel of the Department. Dr. Hart E. Fisher is hereby appointed Chief Surgeon.

The functions of the Medical Department will include the following:

(a) Selection of all medical, surgical, first aid, and other supplies and equipment, and their standardization.

(b) Approval of all bills and fees for hospital, nursing, medical, surgical, or related services rendered.

(c) Issuance of medical and surgical supplies.

(d) Preparation of periodical reports of work done and results accomplished.

(e) Preparation of physical examination records, and the maintenance of health, accident treatment, and similar records, and their custody.

(f) Examination of applicants for employment, re-examinations, periodic, and special examinations of employes, and the determination of examination standards.

(g) Rendering of first aid and such subsequent treatment in accident cases as may be necessary.

(h) Rendering of such medical, surgical, or related services as are required in connection with accident liability cases.

(i) Arranging for hospital and nursing service for medical or surgical cases.

(j) Instruction of employes in first aid to the injured.

(k) Giving of consultation and professional advice to employes.

(l) Inspection of working conditions as to their effect on the health of employes.

(m) Inspection of such service rendered by the Company as may have an effect on the health of the employes or the patrons of the Company.

(n) Cooperation with department heads and others in the reduction of absence caused by illness of employes.

(o) Professionasl services of a charitable nature when authorized by Company officials.

(p) Analyses of chemical compounds, drinking water, paints, varnishes, lubricants, etc., for harmful ingredients.

(q) Approval of disability and death benefits from Company insurance or employe benefit associations when required.

(r) The giving of such professional advice and assistance as may be required by the Legal, Accident Liability, and Safety Departments in the conduct of their work.

BRITTON I. BUDD,
President.

Make Inspection Trip

Britton I. Budd, president (left), and Bernard J. Fallon, vice president in charge of operation, caught by the camera while making an inspection trip of the South Shore Line recently.

EMPLOYES ELIGIBLE FOR LOW INSURANCE RATES

Many employes are unfamiliar with the rights of subscription to low rate group insurance.

Employes of the South Shore Line who have completed three months' service are eligible to subscribe for Group Insurance under a plan written by the Aetna Life Insurance Company of Hartford, Connecticut. This protection — $1,000 group life and $1,000 accidental death and dismemberment insurance — may be had for the extremely low semi-monthly premium of fifty cents. The cost in excess of fifty cents is paid by the company.

The life insurance policy carries a provision for the payment of the entire amount in cases of permanent and total disability, either on or off the job. It also provides for nursing service. At your request a nurse will call at your home to assist in carrying out your doctor's instructions, advise those in your home regarding the proper care, and do anything she can to make you comfortable. There is no charge for nursing service.

For your convenience, a form of application will be found in this issue.

INSURANCE COUPON—Cut Out and Mail

I hereby apply for $1,000 Group Life Insurance and $1,000 Accidental Death and Dismemberment Insurance issued under Group Insurance Policy written by the Aetna Life Insurance Co., for employes.

I designate as my beneficiary .....,

who is related to me as .....,

Application is made for this insurance to commence July 1, 1927.

Signature .....

Date ....., 1927. Department .....

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THE PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 1 NOVEMBER, 1927 No. 6

LARSEN TAKES $100 PRIZE

W. & S. BOOSTERS OVER THE TOP IN LAST DRIVE

Bankson, Hasselloff, Kriesel Win—New Business Gain Seen

N. C. Larsen, Hammond passenger agent, won the $100 first prize for the third period of the Better Business Campaign ending July 15.

Ways and Structures, showing 102.9% of its quota for the fourth period, took first place in the list of department standings.

With these two announcements, the Committee turned to the job of getting out quotas for the fifth period, which began October 1, and to determining individual prize winners for the fourth.

N. C. Larsen

Another passenger agent, A. J. Bankson, finished the stretch at Mr. Larsen's heels, and got the $50 second prize. E. Hasselloff, night freight agent at Kensington, was third and won $25, and Conductor Louis Kriesel, again among the leaders, took fourth place and $20. Names of the sixteen other winners will be found in the column next to this.

According to E. B. Stover, Campaign Director, the new business figures of each period continue to surpass the period before. Those of the fourth easily outstripped the third.

Structures Ahead

The fourth period results in departmental standings, showing by per cent how each department met its quota from July 15 to Octobr 1, are:

1. Ways and Structures	102.9%
2. Electrical	84.5%
3. Shops	43.5%
4. Accounting	43.5%
5. Agents	37.9%
6. Transportation	15.0%
Total (company average)	35.0%

Mr. Stover, commenting on the figures, gave out a new incentive for the fifth period drive.

"Although the quota figures for the fifth are not set," he said, "now is the time for Boosters to work fast. All tips received after October 1 are be-

(Continued on Page 2)

BETTER BUSINESS CAMPAIGN

Prize Winners—Third Period

FIRST PRIZE—$100

N. C. LARSEN, Passenger Agent

For greatest individual effort and success in originating and developing patronage.

SECOND PRIZE—$50

A. J. BANKSON, Passenger Agent

Awarded for initiative and resource in finding possibilities of new business.

THIRD PRIZE—$25

E. HASSELLOFF, Night Freight Agent

For alertness and special attention to the acquisition of new business.

FOURTH PRIZE—$20

L. KRIESEL, Conductor

For earnest effort and consistent effectiveness in producing new business.

Fifth to Twentieth Prize Winners

A. A. Landis, Trainmaster	$10	I. Hasemeyer, Steno. Shops	$5
L. Stephenson, Steno. Trsp.	10	E. Costello, Steno. Auditor	5
J. S. Kaylor, Freight Agt.	10	M. J. Naughton, Sec'y G. M.	5
C. L. Rose, Freight Agent	10	E. I. Matthews, Frt. Agt.	5
E. J. Daigger, Chgo. M. D. Frt.	10	J. A. Hansen, Conductor	5
C. G. Scuffham, Chf. Clk. Trsp.	5	C. W. Deardorff, Conductor	5
F. G. Williamson, Val. Engr.	5	Pauline Kimmel, Steno. W. & S.	5
A. J. Krueger, Pass. Agt.	5	G. T. Thompson, Motorman	5

PEOPLE TO HEAR FACTS ON UTILITIES SITUATION

The public utilities of the country have taken steps to place before the public the facts underlying a number of current proposals affecting the industry.

Through the Joint Committee of National Utility Associations studies are being made and published to bring out the essential facts having to do principally with the entrance of the government into business. An example of this effort is seen in the proposed Boulder Canyon development, ostensibly for flood control but actually carrying with it an attempt to place the government in the business of generating electric power.

Having in view also a possible senatorial investigation of the utility industry, with its consequent political aspects, the Joint Committee of National Utility Associations has started its purpose in the following announcement:

"The Joint Committee represents the gas, electric light and street railway industry of the country, an industry that is the custodian of the funds of millions of our citizens who are unorganized and voiceless.

Owned by People

"The billions that have found their resting-place in investments in the securities of American utilities belong to the American people. They represent the savings, large and small, from the labor of millions. They are becoming comparable in importance with depositors in savings banks or holders of life insurance policies.

"The utilities have become large,

(Continued on Page 2.)

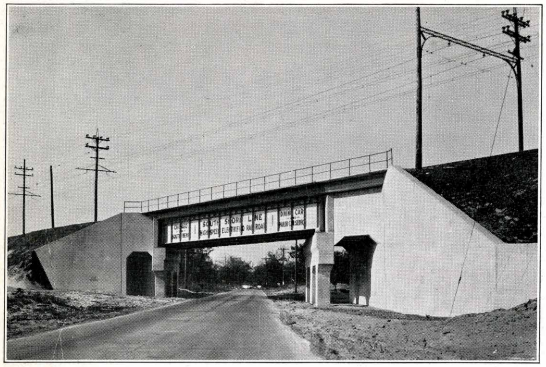
WORK ON NEW SOUTH BEND STATION BEGUN

Work on the new South Bend station, at Michigan and La Salle streets, for both the South Shore Line and Shore Line motor coaches, is now under way.

The entire first floor, approximately 5,000 square feet of space, will be taken over, to provide a spacious lobby, an Outing and Recreation Bureau office, concession, ticket booth, women's rest room and men's smoking room. Interior decorating will resemble closely that in the Michigan City station, and the outside of the three-story building is to be completely renovated.

When completed, some time before the holidays, this terminal will be an added indication of the kind of service the South Shore Line renders to the people in our territory. Convenience and comfort are to be its main features.

New South Shore Line Bridge at Gary



By W. A. Underwood
Superintendent of Ways and Structures

The Industrial Highway, part of which is located in Gary, was built as an artery to shorten the route between Gary and Indiana Harbor, and consequently between Chicago and the East.

The construction of this road was authorized by an ordinance passed by the City of Gary, February 18, 1924, and as the proposed road was to cross under our track, the Chicago South Shore and South Bend Railroad was required by a resolution of the Gary Board of Public Works to prepare plans and estimates for a bridge to carry trains over it.

Temporary Trestle Built

Plans for a temporary structure were approved on March 24, 1924, a month later the contract was let, and on July 12, work started.

This temporary trestle was built by driving the piling for the bents down through the fill of the approach to an adjacent bridge and cutting trenches across the fill to put caps on the piling. When this was done the embankment was cut down on either side of the track and beams were placed to form the trestle. This work was all done at night when passenger trains were not being operated, with no interruption to passenger traffic whatsoever.

Steel, Concrete Construction

After completion of this portion of the trestle, the city proceeded to make the necessary excavation for the road through the fill, during which time bracing of the trestle was done.

Last year it was decided to go ahead with the permanent bridge.

In April, this year, we started making the fill for the detour track and our contractor undertook work on the trestle. Within a month traffic was being diverted to the detour, the original trestle was being wrecked, and excavation for the abutments had started, Filling for the change of grade which this new structure called for had been near enough completed so that the new tracks could be built across the bridge. On August 29, this year, the tracks and bridge were put in service.

People to Hear Facts On Utilities Situation

(Continued from Page 1)

and necessarily so, or they could not perform their public functions, but they have grown only by bringing together this great army of individual investors and by gathering this vast hoard of small savings. More persons in this country own public utility securities than any other class of investment.

"The processes upon which these utilities depend, the ideas which gave them origin, the plants, the power houses, the rails, the mains and transmission lines that make their services the boast of America and the envy of Europe, were conceived in the brains of individuals and brought into existence by the genius, energy and toil of individual effort.

Fight False Theories

"We intend to give the public the facts about the utilities. We shall try to demonstrate that the entry of government into this field is politically unwise, economically unsound and competitively unfair.

"This we shall do not wholly from the selfish standpoint, but because it is the obligation of every citizen to fight the spread of theories which, if adopted, would subvert the foundation upon which our nation progress has been erected.

"The utility industry is distinctly and distinctively American in its development and the measure of its efficiency. In the interest of the public it should be kept so."

COMPANY SECTION HEARS ALDRICH ON REBUILT OVERHEAD

Elects Officers and Celebrates Hallowe'en With Dance After Program

Crowding the Masonic Temple Hall, Michigan City, to the limit with an attendance of 350, South Shore Line Company Section No. 15, A. E. R. A., elected officers for the year, heard an interesting program, and then adjourned to dance and drink cider, Friday night, October 28.

Merle Aldrich, Electrical Engineer, was speaker of the evening, and detailed the story of rehabilitation of power distribution and overhead system along the South Shore Line. Mr. Aldrich had exhibits on display to make clear the points of his talk, and recounted the reasons and procedures involved in changing the overhead as part of the general reconstruction program of the company.

A committee appointed by President T. G. Hamilton drew up a resolution of condolence for the survivors of George Jafros, car placer, who lost his life in an accident at Randolph street, and the resolution was read and adopted. Also a resolution congratulating John Weatbrook on his 70th birthday was read.

In the election, the current roster was unchanged except for Frank Scrivnor, who succeeded W. E. Wood as director. All other officers were re-elected.

New Gavel Dedicated

John Stevenson, Signal Engineer of the Rapid Transit, Theodore Kawol, Rapid Transit Chief Clerk, S. A. Morrison, Superintendent of Freight Transportation for the South Shore Line, and D. C. Schnabel, South Shore Line advertising and publicity, were introduced.

George Scrivani, Transportation, and Harry F. Kirk, Purchasing Agent, each sang a group of songs, accompanied by Miss Dorothy Sprencel, and both were given marked applause.

The "sociable" at the end of the program was lent Hallowe'en flavor by the serving of cider, apples and doughnuts, and good music made the dancing merry.

At the September meeting, talks by C. H. Jones, General Manager, and heads of departments, and the official initiation by President Hamilton of a new mahogany gavel made from an armrest of old Car 70 by the Shops Department, were the high lights. Mr. Scrivani and Norton Miner of the Gary Railways sang, and movies of the Section's first annual picnic were shown. Dancing and refreshments followed.

Committee Asks New Efforts of Boosters

(Continued from Page 1)

ing applied on the current period; the facts that quotas may not have been decided does not mean we should wait until they are announced."

NEW SOUTH SHORE LINE SIGNALS DISCUSSED IN "RAILWAY SIGNALING"

By Ben L. Smith
Signal Engineer

(NOTE.—*This is a partial reprint of a recent article of Mr. Smith's in* **Railway Signaling Magazine,** *and one of a series in* **The PANTAGRAPH** *on various departments of the South Shore Line and what they do.*)

THE first signal system installed on the original South Shore Line, then the Chicago Lake Shore & South Bend, was unique. It was called the "positive selector" system.

To operate these signals, which were located at passing tracks, the dispatcher at Michigan City would plug in on the selector for the siding wanted and drop the block. If the block set properly, he received an indication on a tape that worked in conjunction with the selector. Then as the dispatcher had no way of clearing the blocks afterward, they had to be cleared by the conductor of the train when he received his orders.

Ben Smith

Next, after the abandonment of this unusual system, semaphore signals were installed — two-position upper-quadrant signals. These functioned satisfactorily until allowed to deteriorate through lack of maintenance. When the South Shore Line was taken over by its present management, there were from 10 to 50 signals out of service every day.

For the time being these semaphores were put in operating condition, until the new system was ready. Then, with the installation of the present color light signals, the semaphores passed largely from the right-of-way.

Change Difficult to Make

When the new signals were installed the old 200-ampere bonds were replaced with bonds of 600-ampere capacity. Centrifugal relays were replaced with Union Switch & Signal mpany two-position, two-element, Model-15 vane relays and Union Model SLV-13 vane line relays were installed at all intermediate signals. All track circuits were changed from center-fed to end-fed. The new light heads, which are Union Model-R two-position, were mounted on the old poles and cases at the home locations. Each case contains one Model-15 relay, one Model-SLV 13 relay, terminals, fuses, lightning arresters and a porcelain receptacle to provide the maintainer with light for night work. The intermediate light heads are mounted on poles only, the relays and accessories for these signals being located at the track feed locations and housed in standard signal cases which were reclaimed from the old intermediate signals. These cases each contained four Model-SLV 13 relays, one 110-volt double secondary track transformer, two reactors, fuses, lightning arresters, terminals and a maintainers' light receptacle.

After being set up, the new signals were cut in at the last minute, and service was thus uninterrupted.

Passing Tracks Guarded

The signals were energized from a 2,200-volt line fed from Michigan City, which is the center of the automatic territory, This, however, was found inadequate for the new layout so it was sectionalized at four points and fed from the substations. Signal indications are the same conventional red and green as before except that the intermediates employ approach lighting while the home signals burn continuously.

One feature of this installation is the protection of the high-speed passing tracks, which employ a Morden high-speed spring switch protected by a three-position home signal located 150 ft. in advance of the switch points on either end. A special relay known as the Union Light Out Type-ANL is wired in series with the light to obtain these indications.

Rail Locks Put In

The 28-lever mechanical plant at Shearson, Ind., was completely rebuilt. All old wooden pipe carrier bases were replaced and new Kenley tops and Universal carriers installed.

The electric plant at the Calumet river bridge was entirely rebuilt. The old signals were replaced with General Railway Signal Model-2A, 60-deg., upper-quadrant signals. A new G-R-S switch machine was installed and the old split point derails were replaced with Morden lift type. New Morden rail locks of solid cast steel were installed. These locks, which slide back and forth across the rail ends, were built with risers on the outside, thus giving the car wheels a continuous unbroken passage across the 4-in. rail break in the bridge which has been left for expansion and swing. This also relieves a great deal of noise and jar which would otherwise be felt in the car when passing over the break. Rail locks are connected with G-R-S Model-5 switch circuit controllers adjusted to set signals with ¼-in. movement of the rail locks. The bridge box is mounted on two 8-in. by 6-ft. channel irons and the shore box

(*Continued on Page 7.*)

BUY TWO NEW ELECTRIC FREIGHT LOCOMOTIVES

The rapid increase in the freight business over our line has made necessary the purchase of two more 80-ton locomotives, duplicates of the first four put in service over a year ago.

These "big uns" are now being built and equipped by the Baldwin Locomotive Works and the Westinghouse Electric and Equipment company, and will be delivered about March 1, 1928. This will bring the South Shore Line freight motive power equipment to eight locomotives, including the two 53-ton switch engines.

At the same time it was announced that four new cabooses for use on our fast-growing freight trains are under construction by the American Car and Foundry company.

New Cars Make Friends Among Public

Judging by the response of patrons, the new bucket seat passenger coaches now in operation are going to be among the most popular innovations adopted so far by the South Shore Line. One of them is shown above.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

Vol. 1 NOVEMBER, 1927 No. 6

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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The Traffic Idea

By C. L. Binger
Assistant General Freight Agent

In a final sense, it is the business of the traffic man to sell the public that service which the individual employe performs.

A traffic solicitor can not sell what does not exist. If, somewhere along the line, somebody were failing to live up to his job, the service would not be as represented, and therefore the traffic department would be selling defective goods. Not so on the South Shore Line!

By virtue largely of the cooperation of all employes, the South Shore Line's business has increased by leaps and bounds. From a freight figure of 50 or 60 cars of revenue freight in carload lots a month, our share has grown to more than 2,000 carloads in the month of September, past.

With a continuation of this splendid cooperation, the future will see things hardly dreamed of at first. We are getting traffic originating on the Pacific Coast, destined for the Atlantic; from the Gulf of Mexico to the Canadian border. We are getting carloads of revenue freight originating in South America, and even in Europe. We are carrying satisfied passengers hundreds of miles each day.

It is not the initial business that counts so much as the repeat. Somebody has defined selling as the disposal of goods that will not come back, to customers that will. When the individual employe does his job right, the shipper or passenger will come back every time. This is the traffic idea.

What A. E. R. A. Means to Me

By a Member

Since becoming a member of the American Electric Railway Association last April, the South Shore Line Comany Section No. 15 has done much for the employes and the communities which it serves.

Speaking first of the employes: any one of us in the company is eligible for membership. There are no restrictions. Membership entitles the employe and his family to attend all regular meetings, programs, entertainments, dances and picnics, and to the AERA, monthly publication of the national association, specially designed to discuss activities of electric railways.

The South Shore Line Company Section holds its meetings regularly, each under the supervision of a certain department. By so doing, it accomplishes a definite purpose. For instance, one of its meetings, given by the Signal department, not only gave that department a chance to demonstrate its importance in the operation of a high speed railway, but gave its members a chance to cooperate with the management in the added education of all employes.

Every month each member is enlightened on the details of a new part of his job, that of transporting the public and the public's goods in a safe, comfortable and advantageous manner to a certain destination as quickly as possible.

Along with these educational features are entertainments which consist of select vocal talent, coming largely from among the South Shore Line's own personnel, of motion pictures, dances and orchestras.

Certainly the public, once its attention is drawn to this, will appreciate what the Company Section is doing for it. Any employe can give better service when he knows exactly what each part of his machine is doing, and that it is functioning properly.

A great philosopher once said, "Always approach a man from the south side."

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

CLEAR

Fair One—Do you have any green lipsticks?
Clerk—Green lipsticks?
Fair One—Yes; a railroad man is going to call on me tonight.
—F. L. Winegar.

! ! !

IZZATSO!

Passenger: "Is the west bound train on time?"
Agent: "No, I think the company paid cash for it."
—Lehigh Burr (by N. C. Larsen).

! ! !

TOURIST LAW

Auto Tourist—I clearly had the right of way when this man ran into me, and yet you say I was to blame.
Local Cop—You certainly were.
Autoist—Why?
Local Cop—Because his father is Mayor, his brother is Chief of Police, and I go with his sister.
—F. L. Winegar.

! ! !

TAP, TAP—$250

The machine broke down; no one in the plant could fix it. They called in an expert who hit it twice with a hammer. The machine started. The bill was $250.00. When the Superintendent recovered his breath he demanded an itemized bill He got the following:

Tapping with hammer.....$ 1.00
Knowing where to tap..... 249.00

! ! !

HE'S A WAITER NOW

Guest: Waiter, there is a button in my soup.
Waiter (an ex-house organ editor): Typographical error, sir. It should have been mutton.
—Pipe Stories.

! ! !

WANTED A BOY

Office Boy—"A man called here to thrash you a few minutes ago."
Editor—"What did you say to him?"
Office Boy—"I told him I was sorry you were not in."
—F. L. Winegar.

! ! !

HELPS SOME

When Noah sailed the ocean blue
He had his troubles, same as you.
For days and days he drove the ark
Before he found a place to park.

! ! !

A FINAL MESSAGE

The patter of tiny feet was heard at the head of the stairs. Mrs. Kinderby raised her hand, warning the members of her bridge club to be silent.

"Hush," she said softly, "the children are going to deliver their good night message. It always gives me a feeling of reverence to hear them Listen!" There was a moment of tense silence, then:

"Mama," came the message in a shrill whisper, "Willie found a bed bug."
—Forbes.

! ! !

ESSAY ON CHINESE

Egaugnal taht ni nettirw eb dluow hpar gatnap elohw eht woh si siht rof esenihc daer ot nrael ot evah tnseod eno taht ezilaer ot ecin ytterp si ti siht ekil esnesnon fo eceip a fo gnirehpiced eht no gnikrow nehw tuo ti erugif dna yrt ot hguone suoitneicsnoc eb lliw sredaer hpargatnap lla epoh I dna gnibt siht ekam ot boj a fo elbaredisnoc saw ti.

! ! !

SERIOUSLY, THOUGH—

Beginning with the next issue of the Pantagraph, "Now I'll Tell One" will pay $1,000,000.00 each for all signed contributions that succeed in making the editor laugh.—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

O. H. Hansen
Correspondent

Mr. George J. Segnitz, Paymaster, is no longer a bachelor. On September 15th, 1927, Miss Thelma Melson and Mr. Segnitz were married and left immediately on their honeymoon, visiting the Wisconsin Dells. Well, good luck, George!

Mr. Edward Lewis, formerly with the Pullman Company is now employed in the freight accounting department, general office.

Mrs. Grace Boniface entertained the Entre Nous Club at her home in LaPorte, Indiana, on Sept. 30th. This club is made up of some of the young ladies employed in the South Shore accounting department. Mrs. Boniface who was formerly Miss Grace Costello, was employed in the South Shore accounting department before her marriage.

Miss Loretta Arnold entertained the Bridge Club on Oct. 5th, Miss Elva Westphal and Margaret Coupland being awarded the prizes. Delicious refreshments were served, so they say!

Miss King Gone

Miss Frances King resigned her position in the passenger accounting department of the South Shore Railroad late in September and is now employed at the Tribe of K, Gary, Indiana. Miss King has been a resident of Gary for some time and naturally preferred to be employed there.

Miss Dorothy Bingamon is now employed as ticket checker in the passenger accounting department. Miss Bingamon graduated from Michigan City High School last June and was with the Western Union Telegraph Company prior to coming with the South Shore.

Miss Grace Jones is now employed as stenographer in the passenger accounting department, succeeding Miss Helen Lukow, resigned. Miss Jones, formerly employed with the Young Pump Company, has had several years stenographic experience in several lines of business and no doubt will prove a valuable addition to the personnel.

Aids Account Department

Mrs. Ruth Kelvir has been assisting in the accounting department as comptometer operator. Mrs. Kelvir's home is in South Bend, Indiana.

Mr. J. G. Miller, Auditor, attended the A. E. R. A. convention in Cleveland, Ohio, October 1st to 7th, and reports a very enjoyable and profitable trip.

Miss Grace Jones visited her mother, Mrs. George Cayo in Muskegon, Michigan, over the week-end.

Mrs. Edna Anderson has been temporarily employed in the passenger accounting department as clerk. Mrs. Anderson, who was formerly Miss Edna Gallier, was with the company for several years prior to her marriage.

Chicago Terminal

Merle D. Anton
Correspondent

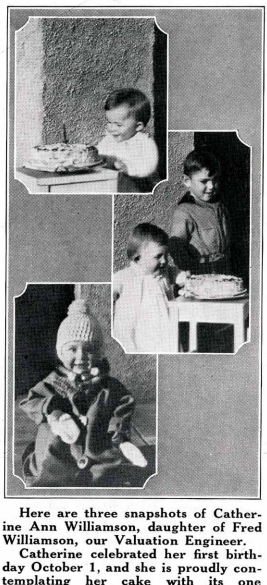
Car No. 75 has been remodeled and is located temporarily in the "Hole" at Randolph St. for the use of trainmen and inspectors. Lockers have been provided, as well as washbasins, and it makes a very nice trainmen's room.

Our storage tracks in the "Hole" have just been lengthened. We now have room for 11 cars on this track, which formerly held five. This surely has helped, but we can use five more car lengths nicely.

Mr. E. O. Guyton, Trainmaster, Illinois Central R. R., is sporting a nice new Buick. He hardly speaks to his office associates since acquiring this wonderful car.

A lady dropped her purse when boarding train No. 28 at Wickliffe at 7:16 P. M., Saturday, and she did not discover this until after she reached Chicago. She called the Trainmaster's office. The Dispatcher was notified, and Conductor Hoffner, and Motorman Collins on train No. 38, 12:10 A. M., stopped at Wickliffe and found the purse.

Fred's Best Girl



Here are three snapshots of Catherine Ann Williamson, daughter of Fred Williamson, our Valuation Engineer.

Catherine celebrated her first birthday October 1, and she is proudly contemplating her cake with its one candle, in the upper left picture.

Below and to the right, Catherine is entertaining her first sweetheart Don Mallon (one of Jimmy's twins), and man-like he seems more interested in the cake than the girl. Little Miss Williamson, however, probably knows even now that the way to a man's heart is through his stomach. She has picked all the "pitties" (cherries) off the cake and has eaten them before the arrival of her guests.

In the lower left is the same young lady "all dressed up and no place to go." But with her winning smile, she will be sure to get a pick-up.

—Sent in by M. J. Naughton.

Fine Weather Helps

When notified of the fact, the passenger was delighted to learn of the finding of her purse, as well as the interest that this railroad had shown when she was in trouble. She requested the names of the parties who were responsible for the recovery. I expect that the crew on No. 38 will be wearing new neckties in the near future.

The wonderful weather accounts for the continued good passenger business. Sunday, October 30th, we ran seven sections of regular trains, in addition to all regular trains carrying extra cars. Operation was 100%.

Mr. E. A. Lund is the new stenographer to the Superintendent of Passenger Service. He is a nice-looking single young man, girls!

The Superintendent of Passenger Service, Mr. D. E. Ferner, has temporarily located his office in Room 5 at Randolph Street.

S. F. Dany, afternoon Inspector at Randolph St., has just returned to work after an enjoyable ten day vacation.

Concessions

Florence Ward Barney
Correspondent

If you want a good cup of coffee and a fried ham sandwich, stop at the Michigan City Concession.

There has been a little change here since Flo Ward changed her name to Mrs. LeRoy Barney.

Thanks very much to Mr. and Mrs. A. J. Krueger for the beautiful water set prsented to US as a wedding gift (Mr. and Mrs. LeRoy Barney).

The Gary concession has a new relief girl who is very well liked by every one—oh yes, her name is Grace Parker.

The Michigan City concession serves fried eggs and toast at 12:00 P. M. Give your order to Ethel Ward.

Dining Cars

L. J. Hile
Correspondent

We are pleased to welcome into our midst the new editor, D. C. Schnabel, who comes by way of introduction as "DUD." Your correspondent had the pleasure of showing him and his family a real dining service recently, and they expressed themselves as seeing something just a "little different" from the average. We wish him the best of success in his new undertaking and assure him of our fullest cooperation in the matter of news items for YOUR Pantagraph. "Dud" states the Pantagraph from this issue on is a monthly publication and unless you have your writeups in his office by the first of each month they will be omitted, so let's keep this in mind for every issue from now on, as every employe looks forward to getting his paper on time, and the only way this can be done is to give the editor all the assistance we can.

The dining and parlor cars continue with their good patronage and all the employes of this department are striving to give the best service obtainable, and from the compliments and testimonials received from guests it looks as if little improvement is necessary. However, like every other department, we are not perfect, and if there are any suggestions or criticisms for the benefit of the service just drop a line to our good friend and Supervisor, J. T. Speed, Gary, Indiana, and you may rest assured they will receive every consideration.

Foreign Line Diner

Steward D. Blyth was called to Milwaukee recently account of illness but is back on the job again.

Steward Bennett produced some snapshots the other day and if my judgment counts for anything I am fearful "it won't be long" until the fateful day. It appears in this instance that "Blonds Prefer Brunettes." At any rate, good luck, if my guess is right.

Mr. Speed has been exceedingly busy of late, preparing for a special football party to South Bend.

Suppose everyone has noticed the foreign line diner we have in service which the Great Western was kind enough to lend us. At this time of the year the South Shore is fortunate to get it. The reason for this substitution is in order that our own equipment may get tuned up, having been in continuous service for almost a year. You will agree that this is a long time for any moving object to be in service without a going-over. D. C. 301 was the first to go to shop and should have been out before the 5th, at which time the 302 was to go in for like overhauling.

A Safety Suggestion

The Parlor Cars have already been put in the peak of condition and are hauling lots of

ALONG THE SOUTH SHORE LINE

passengers, as usual. Porters Haynes and Crawford are in charge of the parlor cars and giving the kind of service that counts.

In regard to the safety program for the South Shore Line, your correspondent is for Safety First all the time, and desires to call attention to a condition existing at South Bend station which sooner or later is going to result in injury to some passenger. While trains are loading and unloading at the station, auto drivers take very little heed of passengers, and in many instances those who are a trifle late in getting on or off narrowly escape being hit by some careless driver. I am wondering if there is not some way whereby this hazard can be eliminated by cooperation from the city. The trains only use this street a few minutes, and it seems to me vehicles could be directed to the next street for this short time by means of a rope and sign. This is merely a suggestion.

Electrical Department

W. M. Lloyd
Correspondent

Marshall Leach of the Gary line crew is again back on the job after being totally disabled with a badly smashed finger.

Should Earl Braginton or any of the signal maintainers be noticed sitting on a pole drawing pictures, don't misjudge the boys. They haven't gone in for landscape painting but are gathering some line information for the boss.

Charley Ludden of Gary and Michigan City is the proud possesser of a new Chrysler coupe. It seems as though Charley had spent a very pleasant evening in Michigan City with a certain charming young lady and was cruising along the highway toward Gary. The hour was late and Charley may have been sleepy or he may have been thinking of the pleasant evening To make a long story short he established contact with one of the sea-going trucks that cruise the highway and the Chrysler was out for the count. Fortunately Charley was uninjured but the car—! As we said before, he is the proud possessor of a new Chrysler coupe.

Car Talk

Overheard the other day:

Pauline: I offer my husband a bite of this candy and he tries to take the whole thing.

Ludden: Gimme a bite.

Pauline: I am afraid I wouldn't have any left.

Ludden: No need to worry about that.

Pete Mitchell still lets his car stand around Gary unlocked and no one bothers it. They did once but no doubt once was enough.

Ben Smith has a new Buick sedan and it is the last word!

Several people are wondering where Joe Pattee's high top boots are. Rumor has it that winter is officially open when Joe fares forth in the well known boots. Please don't wait too long, Joe, for the mornings are chilly and we are waiting for you to open the season before bringing out the heavies.

Car Accountants Bow

Ben Smith attended the American Railway Association signal convention in Montreal and met many old friends.

Merle Aldrich attended the A. E. R. A. convention at Cleveland and had a very enjoyable time.

Perhaps you have wondered what the car accountants do in their spare time. Our private investigation department reports that the head of the outfit has staked a claim in Long Beach and is very busy clearing the ground. We don't know whether he intends to farm the claim, but time will tell. The second member is a devoted disciple of the yodeling art and is making quite a reputation for himself as a soloist. The third and junior member of the firm is intensely interested in the study of Humana Feminas and is an authority on low lights and davenports.

A Daily Occurrence

J. Haller: Any mail for me this morning?

Hotchkiss: No, she didn't write you today.

J. Haller: Hurrah, she's in town! She's in town! She's in town. (Breaks out in song at irregular intervals the rest of the day.)

Anyone having a buffalo or bear skin coat they want to donate or sell cheap communicate with the correspondent. Winter is coming and we can't afford a closed job to replace the health car we drive at present.

General Offices

M. J. Naughton
Correspondent

Glorious autumn days, green and gold leaves scattering everywhere; sun shining warm and mellow; all nature calling outdoors; the very wind seems to whisper strange messages from all corners of the earth, one is restless and longs for adventure—the air is filled with wanderlust. You have not enjoyed the fall days to the fullest extent until you have visited our general office in its idyllic setting.

Mr. Charles H. Jones and his department heads returned from the Cleveland convention of the American Electric Railway Association, all much benefitted by their experience. They report very fine exhibits, and have gained a great deal of useful knowledge from the instructive meetings. While the South Shore did not win any blue ribbons, you could not convince any of the crowd but what we have the best operated and the finest electric railroad in the country. While the men worked, it took the ladies to secure some of the awards Mrs. Jones won first prize at the bridge party tendered the convention ladies at the Cleveland Hotel,—a handsome gold compact which she proudly displays.

Typewriter Engine

Our beloved janitor, George Blockno, is proudly displaying to the returned vacationist his nest of four pet squirrels in a tree outside one of the office windows. George, who is a great favorite with all the office girls, is a very good landscape gardener, and did wonders in having a beautiful lawn and flowers here this summer. There were many favorable comments from the passengers. Next year we will have to see that George secures first prize in the garden contest.

Just heard a new use for typewriters—will wonders ever cease? In a South Bend shop they are displaying a miniature railroad in their window made up of office supplies. Two waste paper baskets for boilers, a typewriter for a cow catcher, and so on. Typewriters have been credited with catching lots of things—but here's a new one—a cow catcher.

Jimmy Jones, the six year old son of the General Manager, is the center these days of an admiring group of boys, as he proudly proclaims that his dad's lawn grows more than grass and flowers—"Yes, siree, and just lots of 'em too—you know what? Moles, real live moles, and I betcha they're as big as rats too!"

Gray and Safety

Our trio of Bathing Beauties—remember them at the last South Shore picnic—Helen, Marie and "Energine" are just as good looking in their fall coats and furs—rather hard to beat them when it comes to good looks.

And speaking about the name Gray—how many of you know that "JK," our General Superintendent, is distantly related to Thomas H. Gray, the "Father of Highway Safety"? Away back in 1876 when Thomas H. Gray was in charge of the repair shops of the Southern Pacific Company, the marking device on railroad crossings was a cumbersome and costly affair bearing the lengthy legend: "Railroad Crossing! Look Out for the Engine When the Bell Rings!" A neat and less costly marker was sought and the question was put up to Gray. In a few days Gray informed his superintendent by telegraph (there were no telephones in those days) that he had something to submit. It was the device now so familiar to motorists. The first one to be in use by the company was erected at the corner of 16th and Harrison Streets in San Francisco, California. Today millions of "STOP! LOOK! LISTEN!" signs are in use all over the world

Thomas H. Gray still has the original drawing (JK some day hopes to inherit it and add to the South Shore store of "Way Back When")—set down in the now yellow pages of a little book which he kept at the time—and which has since been reproduced in every language of the globe.

Stover Addresses Club

Frank L. Winegar, secretary to Mr. T. G. Hamilton, is reminiscent these days—and there is a reason. For two days, while the crowds were at the convention, Frank was in command, acting as general manager, assistant general manager and secretary to the general manager; and, as the report goes made a very efficient officer.

One of the most popular men around the general offices is genial Jack Weber. Always obliging, always laughing, always ready to extend the glad hand to every one. Clever cartoonist, and an indefatigable worker for the AERA parties. Jack, we could not find another like you.

Mr. E. B. Stover, who directs the Better Business campaign, is ready for an intensive fall drive selling South Shore to the public. Stover, with his little railroad, his winning personality and enthusiasm, is in big demand at all gatherings of the various clubs and churches in Michigan City. His starter for the season was a talk to the Business and Professional Women's Club of Michigan City, and he has engagements which will keep him busy for the remainder of the month.

Twelve Hour Schedule

Mr. W. J. Mallon and his wife, and Mr. and Mrs. John Hubenthal, of the maintenance of way department, entered on a two weeks vacation October 24th. They drove to Detroit and Canada. A good foursome—two more popular fellow-workers than Jim and John would be hard to find.

Colonel Fred Parker is lining up his work in the bridge and building department in order to take a much needed rest, starting November 10th. He will not leave the city —says he has been working from sunup to sundown, and will stay at home and get acquainted with his wife and four interesting children. We're for you, Fred.

Miss Marie Kelley, the pretty blue eyed stenographer in the office of the Better Business campaign, is sporting a good-looking green georgette dress these days. Kelley green, they tell us, is a popular fall shade —but we say we like our Marie in blue to match her eyes.

Mrs. Laura Stephenson has been on her annual vacation. In company with her good-looking husband, Officer Roscoe Stephenson,

SAFETY MEETINGS

Group	Time	Date	Location
Trainmen	8 A.M.-8 P.M.	Nov. 23	Randolph St.
Inspectors (Mech. Dept.)	2:00 P.M.	Nov. 24	Randolph St.
Inspectors (Mech. Dept.)	2:30 P.M.	Nov. 23	So. Bend Term.
Freight Station (So. Bend)	1:30 P.M.	Dec. 7	So. Bend Term.
Freight Station (Michigan City)	1:30 P.M.	Dec. 8	Michigan City
Freight Station (Gary)	12:30 P.M.	Dec. 9	Gary
Freight Station (East Chicago)	1:30 P.M.	Dec. 9	East Chicago
Freight Station (Hammond)	2:30 P.M.	Dec. 9	Hammond
Freight Station (Kensington)	6:00 P.M.	Dec. 9	Kensington

—W. W. Clemmons, Safety Director.

ALONG THE SOUTH SHORE LINE

she spent part of it with his relatives in West Virginia. Laura is some driver—and we understand she will have some tales to tell of how she tore up the road driving to her old home in Michigan City. Laura has been taught schedules, and maintained her schedule of 12 hours on this drive.

South Bend Terminal

C. W. Veach
Correspondent

The Smoger Lumber Co., contractors for the new passenger station, have begun their work and we expect to have the finest passenger station in the St. Joseph valley.

Those visiting the South Bend Freight House for the first time in several months will be greeted with some radical changes. The tracks have been changed from the south to the north side of the house and sunken tracks have been put in to take care of the new tractor and trailer service to Kalamazoo, Michigan. New steps have been built and other preparations been made for winter.

The South Bend Freight office was recently honored with the following visitors: Mr. Frahn, Mr. Jones, Mr. Gray, Mr. Morrison, Mr. Underwood and Mr. Barr.

A. J. Bankson, ticket agent, left for LaPorte a few days ago, account of the sudden death of his father. We extend to Mr. Bankson our sympathy.

New Scotch Story

Mr. A. Culp, the agent, is building a new home in Hazelton, a new and beautiful suburb of South Bend.

James Ransberger, who handles the L. C. L. shipments from Kalamazoo, Michigan, suffered a broken toe one night last week when a heavy furnace casting which he was handling fell on his foot.

Every employe in South Bend will be more than pleased to know that they will again receive the Pantagraph, even A. W. Oberfell.

A South Bend Scotchman spanked his boy the other day for buying an all-day sucker at 3 o'clock in the afternoon.

Sports

G. E. Gensch
Correspondent

The Chicago South Shore and South Bend Railroad "Bowling League" is now a reality. Arrangements have been made to bowl on Monday nights, and play will start promptly at 6:45 P. M. at the Palace Bowling Alleys, 718 Franklin St, Michigan City, Indiana.

The teams entered are as follows:

Shops.....A. Knoll, Captain
Engineering.....L. Bantz, Captain
Elect. & Signal.....W. Lloyd, Captain
Gen. Office....F. G. Williamson, Captain

The standing of teams of our newly organized bowling league at the end of the first six games:

	Won	Lost	Team av'ge
General Office....	6	0	791
Engineering	6	0	784
Electrical	0	6	679
Shops	0	6	676

The Electrical and Shop teams have given the General Office and Engineering boys some keen competition, and although the former have taken the short end of both meets, someone is going to topple when the two leaders match up next Monday night, November 7th, 1927, thereby giving the tailenders some consolation.

Shops Have Rooters

Gensch of the General Office team leads the individual averages with 168, and Harbough from the same family brings up the rear with a 66.

We can't understand yet how the G. O. maulers lead the league with bowlers averaging around 135, can you?

J. G. Miller, another G. O. pin buster, has proven one of the dark horses in the competition. J. G. claims he hasn't hit the maples for the past ten or more years, and at the same time warns us to watch him when he gets going. More power to you, J. G.!

The shop boys still carry their rooters with them, and with every strike chalked up, said rooters let out a yell that can be heard by lighthouse keeper's daughter!

Ladies' Team Next

Frank Scrivnor and J. Shellenberg were called in Monday night to bolster up the Electrical team, and according to the dopesters "it won't be long now" before this gang walks home with the bacon.

There has been some talk of the Shop team dropping from the league. We don't believe it! That isn't the spirit of the Shops Boys. Come on, Shops, show 'em up!!

Rumors have been heard to the effect that the girls of our General Office are contemplating a bowling team. Some of the stars for such a team would probably be the following, who, it is understood, are good bowlers: L. Arnold, M. Farber, M. J. Naughton, P. Kimmel and E. Costello. If the ladies' bowling team is as good as has been rumored it will be, some of the following may pick up valuable information on how to bowl: Rojahn, Ludden, W. Lloyd, Kenton, B. L. Smith and Kelley.

They say that Jimmy Mallon and L. Bantz got back to their natural stride, Monday, October 31st. How about it, Jim?

Ways and Structures

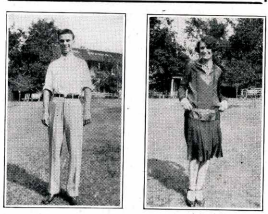
Jack Weber
Correspondent

This hear new plublicity man naimed mr. schnabel walked in the office yesturday and bald me out fur not having mi dope in fur the pantagraf. of corse i wus sorre and i told him i wood git it in soon if not sooner. I'm a guy of mi word and i live up to mi threats.

Our steno., who was miss palline malinka told us that she wus going on hur vacashun last month. She went alrite, and was more she had to git married. she didn't tell us about the marrying part of hur vacashun until after she did it. The guy was she got hooked to is k. k. kimmell of the valuashun dept. Far be it frum us guys in the way and structures dept. not to wishur luck, but you can bet your shirt none of us kised da groom.

Mister Underwood, mr. Mallon and mr. kelley had to go to cleveland ohio, last week to atend the A. e. R. A. convenshun. frum wat i here, their wus lots of boats coming in frum canada over the lak. it was a fine convenshun.

Married



Mr. and Mrs. Kenneth Kimmel

Mrs. Kimmel was Miss Pauline Malinka, stenographer in the Ways and Structures department. Pauline and Ken were married August 24, 1927, and enjoyed the first part of their honeymoon at the Dells in Wisconsin. Both Mr. and Mrs. Kimmel work in the South Shore offices.

—Sent in by Jack Weber.

Tip for Radio Fans

mr. and Mrs. john Hubental hour roadmaster and his wif our frum missewri. john got a couple of days off and motored back frum whence he cam. John told me the farmers in misoure had a good crop of grapes this yeer and they wusn't going to sell any of them. john is going to make another trip down their soon.

mister hodchkis and mr. alldrich shur know there onions. they believe in the old saying, "when the trans our on time you can miss it bi a shave or a shine!" Ask them about the Purdue Special.

radyo fans! hears a tip fur you. it you want to know how to charg yur batery ask ben smith, of the signel dept. Ben swallowed a hand book on wreckfiiers and wat he don't know about mercury ark wreckfiiers ain't in eny books.

The Pantagraph Team

Ed. williams, one of our brite rodman thought he could lern more at Iowa univursite than working on the track. well, you got the rite idea ed and we al hope you become a profeser, barber or a bootleger. i don't know wat kind of a degree you git in bootleging but they tell me it is tough.

mr. albert markus boiler of the eng. dept. wus keeping a secrat frum us. he is a regular Dr. jackle and mr. hide. besides being a field eng. Al is a A. No. 1 fisherman. al. tells us, he wus fishing one day on his vacashun and he caught so many fish, he had to thro most of them back in so he could row his boat back to shore. Al. won the medal this yeer fur telling the biggest one.

Footbal is now the king of sports. in hour general office we hav delegats frum many colegs lik chicago, Purdue, wisconsin, Armour, Notre dame, Illinois, vermont, missouri and Amherst. we are organising a committee to pick the pantagraf all American team.

Traffic

C. L. Binger
Correspondent

Although no one would have suspected our hard-working chief clerk Roy O. McIntosh, of matrimonial intentions, he has decided that Chicago is too big a city for a young man trying to get along to do so alone.

Roy recently took unto himself a wife, and so has joined the caravan which seeks the end of the marital rainbow. It seems like a tough break for Mrs. Mac, though, for Roy still insists on burning the night oil around the office, and we hope that things will soon be so he can get acquainted with home life, and spend his evenings with his slippers on. He is not a lodge man, and it must be admitted that his "heavy business" excuse, even though an old phrase, is true.

Much happiness to Roy and Mrs. McIntosh.

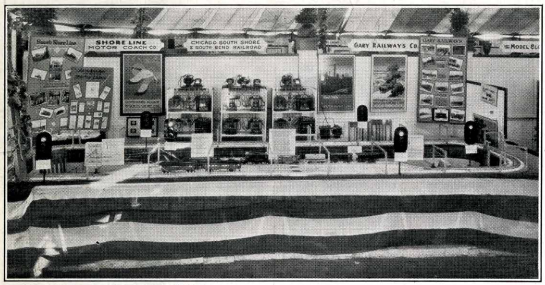
Ben Smith Writes On Our New Signals

(*Continued from Page* 3.)

is embedded in solid concrete making movement of these parts impossible. The interlocking machine was rebuilt and new polar relays were mounted on the back of the board. All open control wires are placed in an aerial cable which terminates at junction boxes mounted on poles at either end of the bridge. All wire is carried from junction boxes to circuit controllers and from circuit controllers to machines in conduit. The interlocking plant is powered by a 110-volt battery while the bridge is supplied from a 250-volt battery.

Mr. S. A. Morrison, formerly superintendent of freight service for the Chicago & North Western Railway and a railroad man of long experience, has joined the South Shore Line family in the same capacity. He entered on his new work October 1.

Miniature Train Exhibit Wins Favor



A miniature South Shore Line in actual operation, the exhibit of our company at the Greater Gary Exposition and the East Chicago-Indiana Harbor Exposition early in October, proved an unusual attraction to scores of visitors at both places.

The "toy" trains were close likenesses of South Shore Line passenger and freight trains, with pantagraphs contacting the overhead, and interior lighting. The 65-foot right-of-way, oval-shaped and banked at the turns to permit fast operation, included high-speed turnouts, switches and an exact reproduction of the signal system. The signals flashed red or green as the train came around, exactly as the color lights do on the main line. Other electrical equipment, with posters and literature interestingly mounted on boards in the background, completed a display that was at once the admiration of the crowds and the despair of all the small boys in Gary and East Chicago.

The fact that the South Shore Line exhibit was the center of attraction at both expositions has made it a most important feature of our advertising, and it probably will be shown soon in other cities along the line.

Letters of Commendation

CASEMENT HARDWARE CO.
406 N. Wood St., Chicago, Ill.

October 11, 1927.

Mr. J. T. Speed,
Sup't Dining Cars.

Dear Sir:

I happened to take dinner on one of your diners for the first time last Saturday, October 8, and wanted to let you know how pleased I was with the character of the service.

I have traveled considerably on the main lines between Chicago and principal Eastern cities and do not recall recently having had so enjoyable a meal on any of them.

The food was excellent, the car perfectly clean and well ventilated, and the steward, Mr. H. Bennett, unusually intelligent and courteous. The waiters also were well trained.

If this is a fair sample of your service on the South Shore, it is the best argument I have run into for moving out along that line.

Very truly yours,
CASEMENT HARDWARE CO.
C. E. Spencer, President.

CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD
Chicago, Ill.

Mr. P. F. McCall,
Manager of Commissary.

It was my pleasure, in company with a representative of the Illinois Steel Company, Mr. McElleen, to ride on the South Shore train No. 16 from Gary to Chicago last Saturday.

This train carries a diner and I want to take this opportunity to compliment the South Shore Dining Car Service. The attention of the waiter was everything that good service calls for, and the food was the best that I have ever partaken of, and the Illinois Steel Company's representative was very enthusiastic in his remarks as regards the food, service, riding qualities of the car, and the cleanliness of it.

H. CORDELL,
Master Mechanic.

UNITED STATES VETERANS BUREAU
Washington, D. C.

Mr. E. Frank Gardiner:

The very attractive posters arrived this morning and I am anxious for you to know how much we appreciate having them. They are to decorate our Hospital Library and Recreational Building and will make gorgeous spots of color.

Very sincerely yours.
RUTH E. RODIER,
Hospital Librarian.

GEO. JAFROS, CAR PLACER, DEAD IN YARD ACCIDENT

Long Service Ended by Randolph Mishap—Beneficiary Paid in Full

George Jafros, age 43, employed at the Randolph Street Terminal as a car placer, was fatally injured October 4, when he was crushed between two cars.

The accident occurred on the low switching tracks where a crew was engaged in making up a train. The motorman, in the report of the accident, said Mr. Jafros had given the signal to go ahead after adjusting the coupling, and it was thought he stepped in again to loosen the coupler further and was caught between the cars.

Mr. Jafros' service with the company commenced in 1912 at the old Pullman Terminal, where he worked until 1916, leaving to take up farming. He returned in 1917 and remained until 1919. After another absence he reentered the service in 1924 and continued until his death. At all times he abided by the Safety First rules and his work was commended highly by his superiors.

Changed Beneficiary

Mr. Jafros carried $1,000 Group Life Insurance and $1,000 Accidental Death and Dismemberment Insurance, a total of $2,000, which was paid to his sister, Mrs. Ourania Stamas. This was the third claim paid this year under our insurance plan.

John, his brother, had been beneficiary until his death a few months ago, when Mr. Jafros designated Mrs. Stamas as his beneficiary. He signed a "designation of beneficiary" card August 19, but it was not received in the Chicago Office until the date of his death, October 4, seven weeks after it had been signed.

"The importance of changing beneficiaries without delay cannot be stressed too much," said J. G. Miller, Auditor.

Policy Cost Low

"Every employe should be certain that the beneficiary shown on his certificate is correct. If any change is to be made, fill out the proper form and hand it to your foreman.

"Employes who have completed three months' service are permitted to subscribe for this insurance at the extremely low cost of $1.00 per month. This opportunity should not be overlooked."

INSURANCE COUPON—Cut Out and Mail

I hereby apply for $1,000 Group Life Insurance and $1,000 Accidental Death and Dismemberment Insurance issued under Group Insurance Policy written by the Aetna Life Insurance Co., for employes.

I designate as my beneficiary.....,
who is related to me as.....,
Application is made for this insurance to commence December 1, 1927.
Signature.....
Date ....., 1927. Department .....
MAIL TO J. G. MILLER, AUDITOR, MICHIGAN CITY, INDIANA

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 1 **DECEMBER, 1927** **No. 7**

LARSEN AGAIN COPS $100

Two Straight Wins For Hammond Man; Bankson a Repeater

Electrical Gang Heads Fifth Period Groups — Stover Made Director

Unabashed by the fact that he won the third period top award and has already had his name with the immortals twice, N. C. Larsen, enterprising Passenger Agent at Hammond, again took the $100 first prize in the Better Business Campaign, this time for the fourth period, July 15-September 30.

W. M. Lloyd, of the Signal Department, followed Mr. Larsen with the $50 second prize, and C. Gehweiler, Conductor, and A. J. Bankson, South Bend Passenger Agent, who was among the leaders last drive, were third and fourth, winning $25 and $20 respectively. The competition throughout was keen, according to the committee, and many valuable tips grew out of it. Winners of fifth to twentieth prizes are also shown on this page.

Department Standings

Departmental standings as the fifth period closed November 30 were as follows:

Electrical Department	63.3%
Agents	54.5
Transportation	36.5
Accounting	27.2
Ways and Structures	20.0
Shops	8.5
COMPANY AVERAGE	37.4

With these announcements comes the appointment of E. B. Stover as Director of the Better Business Campaign, by virtue of which he takes over completely the campaign work formerly supervised by our Assistant General Manager, Colonel T. G. Hamilton. The appointment was confirmed by Charles H. Jones, General Manager, about the first of December.

"With the year coming to a close," Mr. Stover said, discussing the fourth

(Continued on Page 2)

BETTER BUSINESS CAMPAIGN

Prize Winners—Fourth Period

FIRST PRIZE—$100

N. C. Larsen, Passenger Agent

For greatest individual effort and success in originating and developing new business.

SECOND PRIZE—$50

W. M. Lloyd, Signal Department

For initiative and resource in finding possibilities of new patronage.

THIRD PRIZE—$25

C. Gehweiler, Conductor

For alertness and special attention to the acquisition of new business.

FOURTH PRIZE—$20

A. J. Bankson, Passenger Agent

For earnest effort and consistent effectiveness in producing business.

Fifth to Twentieth Prize Winners:

Kriesel, L., Conductor	**$10.00**
Krueger, A. J., Pass. Agent	**10.00**
Burgwald, G. R., Collector	**10.00**
Naughton, M. J., Sec'y-G. O.	**10.00**
Moore, Wm., Sect'n Foreman	**10.00**
Williamson, F. G., Val. Eng.	**5.00**
Mallon, W. J., Asst. Eng.	**5.00**
Keeler, E. A., Asst. Rdmstr.	**5.00**
Deardorff, C. W., Conductor	**5.00**
Thompson, Lila, Stenog.	**5.00**
Stephenson, Laura, Stenog.	**5.00**
Weber, J. C., Draftsman	**5.00**
Scrivnor, J. F., Line Foreman	**5.00**
Kroening, H., Collector	**5.00**
Kimmel, K., Clerk Val.	**5.00**
Burgess, H. C., Collector	**5.00**

SANTA PICKS SOUTH SHORE LINE FOR HIS HUDSON LAKE JAUNT

Jolly Saint to Appear at Christmas Party Dec. 22—Movie Session Is Held

Santa Claus, who always rides the South Shore Line anyway, is going to make a special trip out to the Casino at Hudson Lake the night of December 22.

The jolly old saint is to be the honor guest of Company Section No. 15, A. E. R. A., at its big Christmas party. During the progress of the evening, which will be given over entirely to Christmas merrymaking, childrens' games and dancing to Jim Mayer's orchestra, Santa will be busy arranging the many presents he is bringing to South Shore Line children. At the psychological moment, he will appear and go among his little friends with a gift for each. By special order he is having a Christmas tree sent down in advance, so it will be up and decorated for the party.

The Hudson Lake Casino is right at the station, and it will be easy for even the littlest tots to reach it. Special train accommodations for bringing Section 15's big membership to the party are being arranged by the operating heads, and every employe who can possibly do it is urged to come and bring his family.

Movies Shown

Our own South Shore Line motion pictures, taken in the territory served by our railroad and intended for showing before civic organizations, clubs and the like in connection with the new Public Speakers' Bureau, were the feature of a special Company Section meeting December 9 at the Michigan City junior high school auditorium.

At this meeting also the Better Business Committee gave out the prize awards for the fourth period of the drive, results of which are shown in this issue.

Merry Christmas and Happy New Year

Happy days are coming for South Shore Line folks, with Christmas and the Holidays just over the horizon. Here is the PANTAGRAPH'S wish for every one of its readers—that this may be one Christmas you'll want to remember as long as you live, and 1928 the year you've been waiting for all your life.

"For unto you is born this Day in the City of David a Savior which is Christ the Lord"

Mr. Clemmons Presents a New Group of First Aid Students

Here is the true pride of Mr. Clemmons' heart: The Girls' First Aid Class, which meets regularly in the General Office basement under the tutelage of D. F. Whitelaw, Jr., of Chicago, Director of First Aid.

Left to right the personnel is: Mr. Whitelaw, Marie Kelley, Imogene Hasemeyer, Elsie Costello, Evelyn Kieper, Irene Sprencel, Loretto M. Arnold, Mabel E. Farber and Mr. Clemmons. This class will be graduated the latter part of January.

Mr. Whitelaw kills two birds with one stone, paradoxical as that may sound for a First Aid man, and arises at 4 A. M. in order to include a Men's First Aid class at G. O. at 7:45.

The organization of an inter-departmental First Aid contest is now being planned for the latter part of December. Teams from the Mechanical, Signal, Electrical Departments and General Office will compete. The winners of the contest will participate in the big meet at Chicago early next year.

STOVER HAS TIP FOR BUSINESS BOOSTERS

(Continued from Page 1)

period outcome, "there will be a scramble on the part of Better Business Boosters to register as many good tips as they can while the chance remains.

Cultivate "Wise Eye"

"There are unquestionably scores of opportunities for tipsters all along the line, awaiting the Booster that spots them first," Mr. Stover said. "After all, it is the 'wise' eye, trained to look for new business and backed up by a personal interest in the success of our railroad, that takes note of the possibilities. Cultivate that kind of vision, and you'll find yourself seeing a dozen Better Business hints where there used to be only one."

The individual fifth period result, October 1-November 30, remains a dark mystery as the PANTAGRAPH goes to press. Watch for announcements in our next issue.

PUBLIC SPEAKERS BOW IN INITIAL CLASS MEET

Shades of Demosthenes, Cicero and Daniel Webster haunted the upstairs of the Michigan City Station the night of December 1 as the first South Shore Line class in Public Speaking, under the instruction of H. D. Hughes of Chicago, launched itself.

Approximately 60 employes, men and women, were present at 7:45 p. m. to hear the introductory remarks of Mr. Jones, and the opening lecture of Mr. Hughes, not to mention the experimental addresses of half a dozen untried orators.

Safety Meetings
December

Line Dept.—7 a. m., Dec. 15, Gary Pass Stattion.

Trackmen (Special Car)—9 a. m., Dec. 15, Gary to South Bend.

Gate and Flagmen—6:30 a. m., Dec. 15, Gary Pass. Station.

Bridge and Bldg.—7 a. m., Dec. 16, M. C. Shops.

Trainmen—10 p. m. to midnight, Dec. 16, Kensington.

Trainmen—8 a. m. to 8 p. m., Dec. 21, Randolph St.

Inspectors (Mech. Dept.)—2 p. m., Dec. 22, Randolph St.

Inspectors (Mech. Dept.)—2:30 p. m., Dec. 23, South Bend Term.

Central—1:45 p. m., Dec. 29, General Office.

E. H. UTLEY JR. COMES TO DIRECT ACCOUNTS

E. H. Utley, Jr., recently appointed Assistant to the Comptroller, has come down to Michigan City to direct operations of the South Shore Line Auditing and Accounting Departments.

E. H. Utley, Jr.

Mr. Utley has been associated with the Midland Utilities Company during the past four years, and came to them after a period of seven years with Arthur Young & Company, certified public accountants. Previous to that, he was connected with the accounting, operating and engineering departments of a number of steam railroads for about seven years.

In addition to his qualifications in accounting, Mr. Utley is considerable of a "wild Westerner," as will be seen in the adjoining picture, taken in the Costio Range, N. M., at 7500 feet altitude. Also he is daddy to four youngsters, some of whom are promised for the pictorial sections of an early PANTAGRAPH.

REVAMPED TELEPHONE SYSTEM, NEW BOARDS IMPROVE SERVICE

By V. E. Code
Telephone Foreman

PERHAPS many of you old timers will not have to tax your memory to a great extent to remember the time when there was very little satisfaction in trying to use the telephones, even for very short distances. However, considering that a telephone system is very delicate, and affected by electrical activity or disturbances along its line, we must admit that it is almost marvelous that you are able to telephone at all.

V. E. Code

Since the road has been operated under the present management, it has been steadily bettering its equipment, plant, personnel and service. Among other things there is a decided improvement in the telephone system. During the past two years a definite plan of remodeling and revamping the telephone plant has been followed, with the result that we now have a good flexible system, and are able to talk with satisfaction from one end of the road to the other, or to any intermediate point.

New Boards In

Recently we installed two strictly modern and up-to-date switch boards at the General Offices, Michigan City. One of these boards was designed especially for dispatching service, and has several features readily adaptable to this class of work. It is known as a cordless switchboard, and gets its name from the fact that connections are made through it without the use of connecting cords. It is arranged so that railroad lines may be connected to city lines, or to General Office telephones. The circuits of this board are rather complicated, but the operation is very simple and it is designed to give the very best of service under unusual and trying conditions.

Universal Circuits

The other switchboard in the General Office is a new Western Electric type, the last word in design and equipment. It is arranged for toll line, city exchange line, and local line connections. It has connections with all our railroad phones, the general office phones, and all the Shore Line Motor Coach phones. It has direct lines to Chicago and Gary, and direct connections with the Northern Indiana Public Service general offices and power supervisors. One of the principal improvements of this board is that it is equipped with universal cord circuits, which automatically select the most efficient transmission path for talking on any class of line that is to be connected through. Also it is arranged to operate with a full automatic system. Should the local telephone company decide to change to automatic operation we should not have to make any changes in our system.

Phone Folks Proud

Our commercial and dispatch lines have been remodeled to standard specifications; new wire has been put up, modern telephones have been installed. Along most of the line the high-tension hazard has been eliminated and the induction noises have been decreased by systematic transposition of lines. Also, new weather proof booths have been installed along the line.

All these improvements have cost a lot of money, but in view of the flexibility and efficiency of the system the communication folks cannot help being proud of the achievement.

The entire system is maintained and operated by our own forces and of course requires very careful attention at all times.

The importance of our service cannot be over-estimated. If you are an employe of the company, make it your duty to assist in rendering good service by reporting irregularities or defects that come to your notice.

D. E Kaylor, husband of our Mrs. Kaylor, Supervisor of the South Shore Line Concessions, suffered a broken arm December 7, in an automobile accident at South Bend. Mr. Kaylor was taken to a hospital there, where 20 stitches were found necessary to close the wound in his arm. He left the hospital three days later, and is well along toward complete recovery.

Mrs. Bert L. McClelland (formerly Betty Marsh), tells us that her husband is now with our Line, serving as night passenger agent at East Chicago. Welcome, Bert! You'll find us a great family!

—F. L. WINEGAR.

SKI SLIDE STARTED; IS GREAT GAIN FOR SOUTH SHORE LINE

Big January Meet to Bring Riders From Norway—50,000 May Attend

One of the big events in the history of South Shore Line promotion took place November 29, with the conclusion of negotiations for the erection of the ski slide at Ogden Dunes by the newly incorporated Ogden Dunes Ski Club.

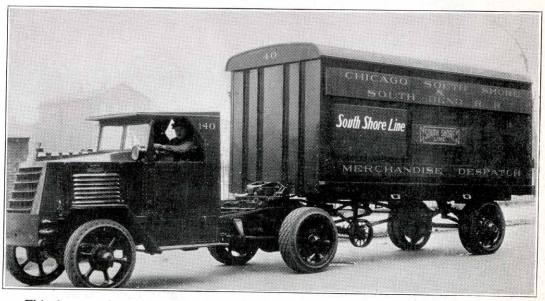
According to Colonel T. G. Hamilton, our Assistant General Manager, who has been in touch with the proposal for some time, it is to be a $70,000 project, the largest of its kind in the middle west. Grading has already been begun and in January there will be held on its slope an international tourney to which riders from Norway and many parts of North America will come, and crowds of as many as 50,000 are expected. The slide will be a quarter-mile north of Ogden Dunes station on the South Shore Line.

Jump 200 Feet

"The height of the principal tower above the ground will be 192 feet," Gustave Holm, chief engineer of the club, said. "The top of the slide will be 240 feet above the approximate grade of the spectators' and parking area, and the elevation of the take-off 130 feet over spectators' heads. We estimate that the speed of the riders as they leave the slide will be more than 60 miles an hour, and the maximum jump should be more than 200 feet. It will be remembered that the world's amateur record is 212 feet, made by Nels Nelson of Revelstoke, B. C., at a tournament there in 1925."

Plans for the steel structure, prepared by Mr. Holm, were accompanied by a layout of spectator area capable of accommodating 75,000 persons.

A Tractor-Trailer Combination Poses



This is one of the tractor-trailer units for the transit of L. C. L. freight shipments and overnight delivery service "store-to-door" which is being put in operation over the South Shore Line, from Chicago to South Bend. Later, when the system is in full operation as planned, PANTAGRAPH will have a complete story on this remarkable project, written at an official source.

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.

D. C. Schnabel.....Editor

Vol. I DECEMBER, 1927 No. 7

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

325

A New Insurance Plan

A monthly income plan of payment to beneficiaries of South Shore Line employes holding group insurance in the Aetna Life Insurance Company has been arranged for those who desire to take advantage of it.

Under this monthly income plan, payment of death benefits will be made monthly instead of in one lump sum as at present. Checks will be mailed by the Aetna Life Insurance Company to the beneficiary, and interest will be added to insurance money which remains on deposit with the insurance company each year.

The value of this monthly income plan of payment cannot be overestimated. It often happens that insurance money disappears soon after it is received, through unwise investments or thoughtless expenditure. This cannot happen when the money is held by the insurance company and paid to the beneficiary in monthly installments.

The insured employe may direct that the insurance money be paid according to one of the following methods (table based on $1,000 of insurance): $18.15 monthly for a period of five years; $9.86 monthly for a period of ten years; $7.12 monthly for a period of fifteen years; $5.78 monthly for a period of twenty years.

This method of payment converts the insurance into a safe and satisfactory income which cannot be lost. These amounts are based on the rate of 3½ per cent interest per annum, which is guaranteed by the insurance company. At the present time they are paying 4.8 per cent interest per annum. Therefore, the amounts payable monthly would be considerably larger.

If the employe does not elect the monthly income plan during his life-time, his beneficiary after his death may direct the insurance company to send monthly checks, as explained.

Public Speaking

It is not long since an educator writing in one of the leading weeklies commented to this effect:

"It has always been a mystery to me that most young men who are working hard as they can to get ahead completely overlook one of the most obvious paths to success—ability to speak in public."

Men or women, few of us, probably, are so heedless of this factor as to overlook it completely. Too many distinguished persons of our knowledge have become so by way of the public platform, and too few, save certain writers, have grown notable away from it.

The real difficulty for most of us lies in finding a way to study and learn public speaking. This difficulty is overcome automatically, so far as South Shore Line General Office employes are concerned. The new Thursday night Public Speaking course is being given outright to us—a complete, convenient, interesting, free training in this valuable art.

For any one directly or indirectly on the South Shore Line office payroll who has the time, whether he cherishes great aspirations or none, the Public Speaking course answers the question, "How to learn?" He has but to attend, and if he is serious, he will learn.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

PRAYER OF A TRAVELING FREIGHT AGENT

(In the time of Mohammed)

Oh Allah, look with a forgiving eye, we beseech Thee, on the merchants who lie to us about the fast camels our competitors give them; strengthen the memory of those merchants who are always going to route a caravan our way next time. Allah, soften the heart of the merchant who, as soon as we come in, gets busy as a hen with one chicken and keeps us standing around until our feet warp, and then gives us a short haul and wants it rushed. Surround with Thy power, Oh Allah, the Superintendent, Chief Dispatcher, Camel Master, Caravan Crews, et al., so that our trial caravan won't get lost nor the merchant cuss us out even to our ancestors.

Teach us not to complain of the towel on which a multitude have washed before us. Allah, give us a digestion like an alligator's to assimilate the steaks out from the neck where the yoke works. Teach us to be thankful for the liquid served us and called good wine. Toughen our hides, that we may sleep soundly. Cause us to look with a charitable eye on our competitors, who are a sorry lot anyway. Help us with our expense account, which never comes out even, and soften, oh Allah, the hearts of our masters who tell us about cutting it down. We beseech Thee, oh Allah, to teach our wives patience, so that they will not spend our salaries 'till we get them. And we beg Thee, when we have made our last trip, please don't send us below. We have had our share here.

—C. L. Binger
(Adapted)

! ! !

Seen on a Michigan City automobile recently:

Teachers Pet
Of course they do.
—O. H. Hansen.

! ! !

A FRENCH DISH

A Gentlemen: "How did you enjoy the Mardi Gras in New Orleans?

College Man: "The best I ever ate."
—L. J. Hile

! ! !

LAUGH THIS OFF

Year Born .....(fill in)
Present Age .....(fill in)
Year Married .....(fill in)
No. Yrs. Married.....(fill in)

Total 3854
—F. L. Winegar.

! ! !

YOU CAN'T MISS IT

Automobilist—How can I get to the cemetery?

Mr. Clemmons—Keep right on going at the railroad crossing.

! ! !

FLESH TINTS

On they go, trippingly,
Dainty and skippingly,
Frost bites them nippingly.
By the wind fanned.

Mates and ill-sorted ones,
Straight and distorted ones,
Home and imported ones—
Ain't nature grand!
—M. J. Naughton.
(Adapted)

! ! !

OF COURSE

Agent: Oh, were you trying to catch that train?

Late Arival: No — I — was just — trying to shoo it away.
—Onceinawhile.

! ! !

NEVER MIND, SCOTS

Sandy McPherson, after being shown to his room in a hotel, looked from the window and noticed a large illuminated clock in a tower across the street. He stopped his watch.
—Public Service.

! ! !

If this Pantagraph isn't out by the fifteenth, kindly notify us before that date.—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

O. H. Hansen
Correspondent

Miss Esther Peters entertained Wednesday evening, November 2nd, with a bridge party, at her home on West Ninth Street. The prizes were awarded to Miss Loretta Arnold and Miss Irene Sprencel. Miss Peters was voted a very good hostess by all present. Delicious refreshments were served.

One of our efficient Car Accountants, while in a local restaurant recently, became so interested in certain members of the fair sex that when he left the restaurant a local banker's overcoat went with him. There was quite a bit of excitement in police circles for several days until the overcoat in question was returned to its owner. Better eat at the Kennel Club, George!

Miss Sprencel Plays

Miss Dorothy Sprencel of the Passenger Accounting Department was the accompanist to George Scrivani, vocal soloist at the A. E. R. A. Company section party on November 22nd. Miss Sprencel was also on the program for two piano selections. The very modest Dorothy is quite some pianist!

Miss Frances King, formerly employed in the Passenger Accounting Department, entertained in her apartment at Gary with a bridge party on the evening of November 16th. The prizes were won by Mrs. Mabel Farber and Miss Dorothy Sprencel. Dainty refreshments were served.

Quite a number of employees of the Accounting Department have attended football games at South Bend and Chicago recently. Some of our most ardent fans: Miss Loretta Arnold, Miss Esther Peters, Kenneth Kickush and Miss Grace Jones.

You always tell by J. G Miller's smile whenever Missouri has won a game! After attending a football game in Chicago recently he was so hoarse for several days, he could hardly speak above a whisper.

Chicago Terminal

Merle D. Anton
Correspondent

Indications are that Saturday, November 26th, will remain one of the "banner days" in point of passengers handled. This was on account of the Notre Dame-Southern California football game.

All trains from early morning until late in the evening were run in two and three sections, more than 13,000 passengers being handled at the Chicago Terminal. Every train during the time traffic was moving into Chicago for the game carried from four to eight cars. This also applied to trains moving out of Chicago after the game. Operation was perfect, considering the number of trains operated.

Trainmen Study I. C.

Chief Inspector E. M. Day sojourned in Wisconsin and Indiana while on his ten-day vacation the middle of the month. He looked as if he had not missed any meals.

D. E. Ferner, Superintendent of Passenger Service, is contemplating a vacation. I think Cuba is going to be his destination.

All of our trainmen are being instructed on the features of the Illinois Central electric equipment in their class room on South Water Street.

Concessions

Florence Ward Barney
Correspondent

Florence Rapp, better known as "Dolly," surprised her many friends by stealing a march on them. She is now known as Mrs. Briggs. The newlyweds went on a short honeymoon trip to Chicago, and Dolly is back on duty again. We all extend our congratulations.

We wish to thank Anna Drolema, Esther Kaylor, Lillian Schaffer, and all the concession girls; also the ticket agents, some of the trainmen, Shore Line boys and Lonnquist boys, for the beautiful chest of silver they gave as a wedding gift. It was highly appreciated.—Mr. and Mrs. Leroy Barney.

Screams at Night

There is a special soup that is being prepared at one of our stations by one of the girls. You will have to ask Betty Talley for the special. She can give full particulars.

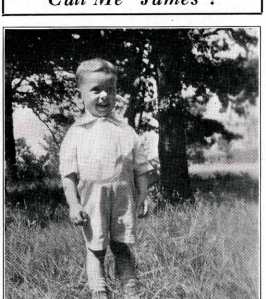
Florence Luchtman isn't in the habit of screaming, but the other night while in the kitchen cleaning the gas stove, about 2 o'clock in the morning, she thought she heard some one open the gate of the counter leading to the kitchen, and gave a scream. The janitor came running to see what was the matter, but no one could be seen. The laugh was on Florence.

Embarrassing moments:

Mary: "Anna, will you give this note to Bob?"

Anna: "Sure I will." So to the first "Bob" that came along Anna handed the note. That evening Mary came all "dolled up," waiting for her "Bobby." She discovered another "Bobby" waiting, but not the Bobby she was expecting to meet. Mary had to excuse herself, for the Bobby that Mary was waiting for also goes by the name of Norton. Anna then discovered there were more Bobbies than one.

Call Me "James"!



This is James Harris Miller, the three year old son of Mr. and Mrs. James Garfield Miller. Mr. Miller is our Auditor.

James is the peppiest piece of humanity per inch of stature we have ever seen and it is easy to see from his smiling countenance that he has his father's disposition. When you hear his hearty laugh there is no question.

James thoroughly enjoys wading through mud puddles with his shoes on, and you can be sure the white suit he had on in the picture did not stay that way very long. —O. H. Hansen.

Conductors

L. Kriesel
Correspondent

Harry Stein, who has been on the sick list for about two months, is back on the job again. Glad to see you, Harry.

Stormy Hack had a little hard luck; got a fine piece of glass in his eye, which caused quite a little trouble for him.

Spot Weir went hunting the other day. Some one asked him what he got. Said he got back.

Collector Kelley has been off for some time, his wife having been very sick. She is on the mend now.

Collector Bohling just got married. Another "sheik" gone, girls.

Bob Taylor has signed up to drive in the races at Indianapolis next Decoration Day (if he lives that long). Put your money on Bob, it's a safe bet.

Hal Farquhar took a vacation this summer on the Great Lakes. Asked whether he got seasick, he said, "No, I'm used to riding the east end."

Conductor Iseminger moved to New Carlisle so he could keep away from the bright lights.

No More Football

Morg. Sheeler's automobile, a seven-passenger car, was raffled off at the O. R. C. Lodge rooms and was won by Lewis Mitchell. Lewis says he can just fill it.

Frenchy is braking on freight now; says he feels like a "he-man." Likes the job real well.

"Jap" Landis is back running trains again; says he is well satisfied. He now has time to smoke his pipe at the end of a trip.

Harry Osborne is taking up law. Turn all your business over to Harry.

Some one said Frank Fields has a girl. Don't blush, Frank.

Collector McDonald wants to hire a couple of clerks to help count his tickets.

D. E. Ferner is glad the football games are all over.

A little news item might be interesting to some of the old-timers, just to see what becomes of the good men who have left the service; for instance, Charley Crouch:

Indianapolis.—The sole owners of the six best noses in Indianapolis, Sergt. William Cox, Charles E. Bauer, N. Neinking, William Purcell, Sergt. John R. Eisenhut and Charles C Crouch, have been assigned to George L. Winkler, Deputy Federal Prohibition Administrator, in the latest effort to dry up the city.

Dining and Parlor Cars

L. J. Hile
Correspondent

The writer feels confident in saying that the last week of November was one of the busiest weeks ever experienced by the South Shore Line, and positive that his department has never experienced any better patronage. Capacity crowds to and from South Bend for the football games kept the dining and parlor cars moving all the time, as well as employes in this service. Special "tab" meals were served as well as the regular a la carte and we received many compliments for the excellent cuisine and service rendered. Much credit is also due to the full co-operation of the commissary employes. We also had some very nice praise from the girls returning to Saint Mary's School last Sunday, as well as the Notre Dame students.

We were fortunate in having the use of the old foreign line diner which has been so conspicuous of late to take care of these extra movements. It was returned home last Sunday. We are glad to have our new diners back in service again, and most of our patrons are also very happy in this respect as they will be able to read their papers without the aid of glasses.

Desks Put In

The dining cars were recently supplied with some small pamphlets for distribution through passenger cars attached to trains carrying diners to give the traveling public some idea of our service together with a specimen a la carte menu, and this little advertising feature has proved to be of considerable benefit to us according to reports from the different stewards in charge We are in hopes this leaflet will be a permanent thing.

Mr. and Mrs. Sipcel recently made a short visit to their old home in Erie.

Your correspondent has nothing to say for himself except that he needs a little sleep which he lost during the rush.

Stewards Bennett and Blyth are very well pleased with the little desks that were built in Diners 301 and 302 while they were being overhauled in the shops. These men have been requested to furnish some material for next

ALONG THE SOUTH SHORE LINE

month's issue of the Pantagraph, together with their photographs, and I am sure it will be interesting.

Big Phone Robbery

Porter Crawford is away for the present attending to some other work; Porter Dandridge is substituting. Walter Walter Marshall, who has been with us a long time, has taken a leave of absence for three months, and while he made no mention of what it was all about, we suspect something. Louis Jones, a former employe, has returned and says he is happy to be back Charley Martin, who has been with us a long time, is back on the job after having been off for some time due to his wife's illness.

I almost forgot to mention that Pinkertons are on the trail of culprits who stole Mr. Speed's telephone. If parties who removed it will replace at once, no questions will be asked.

Electrical Department

W. M. Lloyd
Correspondent

Mrs. E W. Braginton, wife of our popular Signal Maintainer, is convalescing after having been confined to the hospital for several weeks.

No casualties were reported in the Electrical Department over Thanksgiving except to a number of turkeys, which were totally obviated.

One Sunday evening while passing Fred Williamson's place we noticed the Michigan City gendarmes had their car parked out in front. Fred hasn't said whether the call was business or social.

Merle's Shoe Shine

Last month's Pantagraph contained some bowling tips to certain members of the Electrical Department team. We admit we haven't hit our stride in the bowling league yet but when it comes to the barnyard golf game there is no doubt. We have a fine trophy of our prowess on display in the Electrical Department should any one care to see it

Merle Aldrich, while acting as host recently to the students of his Alma Mater, decided a shoe shine would fit in with the occasion. While he was sitting in the shine parlor the special pulled out and left him behind. After missing dinner and worrying a great deal, Merle finally caught the inspection party at Gary. The shoe shine was a total loss, however, for the next place of interest on the program was a trip though the steel mills.

A certain party, who does not want us to reveal his identity, recently saw Albert Boller, of the engineering department, in Crown Point with his girl chum. It was a Sunday afternoon and they looked so happy that we wonder ? ? ? ?

The following was contributed by C. H. Ludden:

The Lineman

The bravest man who was ever born,
Of his trade he's not ashamed,
Is the lineman who climbs the poles each day
At the risk of being maimed.

As a soldier who stands on the battlefield
Is face to face with death,
A lineman never knows when an electric wire
May take away his breath!

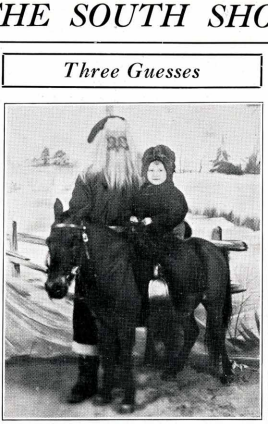
Oh! he never stays on the same job long,
As every old biker can tell,
And if God and his love won't have him above,
There's plenty of room in hell!
Yes, there's plenty of room in hell!

Ludden Goes A-Driving

We have a number of new employes in the Signal Department. R. W. Ducloe comes from Marion, Iowa, while Walter Burkhart, Norman Glick, Robert Ditto and John Eisler are all from Michigan City. We are glad to have them with us and hope they enjoy being members of the South Shore family.

Charles Ludden just walked in, covered with mud, carrying an automobile head light in his hand. We ask him "How come!" He had overhead trouble at Davis and being in a hurry, borrowed Merle's puddlejumper. Outside of losing one headlight, a mudguard, the motor missing and getting stuck in the mud the trip was uneventful.

Three Guesses



L. J. Hile, Dining Car Steward, plays Santa to his little daughter

General Offices

M. J. Naughton
Correspondent

Imogene Hasemeyer, the stenographer in the Shop Department, is one of the youngest of the office bunch. "Energine," as she is affectionately known to her friends, is a great favorite with all, especially among the young fellers, but she is seriously inclined and devotes much of her time to study. She is a fine pianist, a devoted movie fan, and an ardent Catholic.

How many of you know that Lila Thompson is married and the mother of a 12-year-old football fan? Yes, siree, and is very much in favor of matrimony—she and her husband and her young high school boy are three good old pals. Lilah is a first class stenographer, very popular with every one around the office —a good driver—makes her own dresses—and finds time to be a good housekeeper—and right now Lilah is taking her vacation moving into her own bungalow.

Concession Plaudits

Mr. S. A. Morrison, our genial Superintendent of Freight Service, is an early riser—and my, how that man does love his toast! Ask him how he beats some one else out of the toast at the concession in the morning. And speaking of concessions, the office bunch to a man will tell you that the Michigan City Concession stand has the most courteous and obliging attendants to be found anywhere—Florence Ward Barney, Anna Drolema, Florence Luchtman and Ethel Ward. Never fear, girls, your services have not been in vain. Hang up the longest stockings you have and see what Santa Claus will bring you.

Wallace Lloyd, Ben Smith's Chief Clerk, is a "chip off the old block"—lest you may not understand the reference, Wally is the son of M. M. Lloyd, our Superintendent of Shops and Equipment. He has his father's kind nature, always anxious to do a favor, and never loses his temper. Loretta, you will have a fine husband some of these days.

South Shore Line employees not familiar with the new order of things at the General Office are advised to keep landmarks in sight when they come into the west end of the building.

Many yards of brand new green steel and frosted glass partitions have sprung up almost overnight to provide special quarters for the Ways and Structures Department, as well as several new private offices. Before the rearrangement is completed, the face of things promises to be completely changed, with more room and more privacy for everybody.

Mechanical Department

A. C. Tews
Correspondent

M. M. Lloyd, the Superintendent of Shops and Equipment, and Mrs. Lloyd, returned from their vacation November 11th, 1927. Their trip, which they made in their car, took them to Bloomington, Ill., St. Louis and Kansas City. They visited relatives and friends, especially in St. Louis, also viewing the remains of the wreckage caused by the recent cyclone. The damage and sights were almost beyond description, he said. Mr. Lloyd was in the cyclone of 1896 in the same city and has a good idea of what it means from actual experience.

Mr. Lloyd visited his old shop in East St. Louis and found his successor and about twenty-five of the "old timers" still there, but about ten of his former associates had gone to the Great Beyond.

Class Moves Fast

Returning toward home, they stopped at Lafayette, Ind., where tests were being conducted by the Bureau of Research of Purdue University. The test involved air brake equipment as used on a hundred-car train and draft gears for freight cars. He thinks Purdue is one of the finest universities in the country, also that his "class" of 458 members holds the national record for going through a University. The class "enrolled" November 11th at 11:50 A. M. and "graduated" at 1:40 P. M. from the courses of Public Relationship, a three-course luncheon and speeches, receiving their papers on tests and leaving for home on the same day. Surely that establishes a record.

At this time Mr. Lloyd also met many of his friends in the railway game. H. A. Johnson, General Manager, Chicago Rapid Transit Co., was there with his smiles and his good-fellowship hand.

The weather was not as pleasant as it might have been, but the Lloyds enjoyed their trip very much, especially upon finding their friends and relatives, who were in the storm area, had been unharmed.

Schultz is Injured

John Schultz, Machinist Foreman, is at work again after being off for a few days nursing an injured foot. We are very glad to have him with us again. We say it is that every time John drops something it strikes his feet?

Edward Fargher, Armature Winder, is still confined to his home. He is able to be up and around but doesn't feel quite able to work. We hope to have him with us again in a short time.

E. M. Day, Chief Inspector for this Department at Randolph Street Terminal, reports having a fine time during his two weeks' vacation. He visited relatives and friends in Indiana, also his daughter, who resides in Milwaukee.

I dare say it was quite tempting for "Ed" to go down to the Terminal and look around. Otherwise he wouldn't feel natural.

On Nov. 21st, 1927, Anthony Sobecki, Chief Inspector at South Bend Terminal, started his fifteen-day vacation. He will spend the first twelve days training his new bunting dog—the last three days he will go hunting while the dog rests Good luck to you, Tony.

"Captain" Kidd

Most everyone has heard of Captain Kidd, famous character of olden days, as well as A. H. ("Captain") Kidd, Chief Freight Car Inspector. We wish to announce that "Captain" is now cruising around in a new "ship" —namely a new Dodge truck, No. 58. "Captain" thinks his new "boat" is just the thing and he prides himself in being "master" of this new equipment.

Note.—He is still short the emblem of his former namesake, the "Jolly Roger" or skull and crossbones flag, emblematic of pirate ships. Will some kind reader please furnish?

(From C. H. Matthias, Gary)

We have found a couple of good places within 50 miles of Michigan City where there

ALONG THE SOUTH SHORE LINE

are a few cottontails, but it takes a good shot to get 'em. If you don't believe it, ask Owen Hurley, Inspector at Randolph Street, or Conductor Bob Reppert or Harris. I think Hurley is the best shot among the four of us, including myself. Mr. Hurley got 15, Harris I believe got seven, Bob said he got one—we will take his word for it, and I got four one day and three days later got five, nine rabbits in the two days out. Hurley, Reppert, Harris and myself all together got 35 rabbits. You have to know where to go and how to shoot and if you don't shoot when you see 'em, you can kiss 'em goodbye. Rabbits don't wait to be shot.

Turkey Raffle

Conductor Roy Ericson raffled off a turkey for Thanksgiving, 25 cents a chance, and lucky George Sydow, Inspector Helper at Gary, got it on one chance. But he didn't get the turkey until one day after Turkey Day, and it was dressed and everything, so I guess George had two turkey days. He said that if it was alive, he might keep it for Christmas. I don't think Mr. Turk will last that long, as George likes turkey too well.

Henry Timms, Car Cleaner, has been transferred to Gary Terminal He says he likes it better as he doesn't have to deadhead so far.

Mr. Kaylor, former Freight Agent at Gary, is now in the Gary Ticket Office.

Recently a Westinghouse Air Brake Test Rack, Model No. 3, UE, was purchased and installed in the Main Repair Shop at Michigan City. This is the latest type of equipment offered by the air brake company for the purpose of testing and checking the condition of all air brake equipment used on our passenger cars and locomotives.

Air Valve Tests

Mr. J. W. Chalk, who has been Air Brake Inspector at the Shop about seven years, is becoming more familiar with the procedure of each test and likes the rack very much. He says that he now feels confident that when a valve is put out in service, he can rest assured that it is mechanically fit, thereby creating a higher standard of performance for this equipment. The tests are made on the various valves of each part, checking for air leaks with a stop watch, each test being allowed a certain pre-determined time limit of seconds or minutes. In this way every portion of the valves can be tested and readjusted if necessary. The brake equipment is one of the essential parts of the cars, therefore the utmost precaution in his maintenance is exercised.

I understand Mr. Chalk was mistaken for a jeweler recently by some one after reviewing the group of clocks and gauges that are hanging on his test bench. Why don't you advertise, Wheeler?

Mr. Lloyd is telling a new type of hunting story. He says while on his trip, he noticed a rabbit run across the road ahead of him. Then just as his car approached this spot, a hound darted out in front of his car, missing the car by inches. Lucky dog!

South Bend Terminal

C. W. Veach
Correspondent

Now that the football season is over, R. E. Frantz, Traffic Representative, and H. W. Sausaman, Chief Clerk of the South Bend Traffic Office, will be able to again settle down to business. Mr. Sausaman made bets with Mr Frantz on various games but no money changed hands as they came out even on the season. The Notre Dame-Minnesota 7-7 tie score cancelled that bet. As Mr. Frantz is from Minnesota, it is needless to say how they were betting on that game. Incidentally, Mr. Sausaman lost much sleep worrying over the result of some of these games.

Attention everybody: If you want good seats for next year's Notre Dame football games, kindly send in your orders for tickets with plenty of money, at once. Make all remittances to A. W. Oberfell, General Freight Agent.

Mr. Oberfell made a business trip to Indianapolis, Ind., Monday, November 28th.

Tony on Vacation

Bachelors come and bachelors go. We thought we had in Mr. Frantz one who would always be immune to the wiles of the fair sex, but recently there have been numerous phone calls and his evenings have been very much taken up. Wonder who she is, who could capture this self-styled "immune bachelor"? Some day we hope to be able to get a glimpse of the fair young lady, for as yet we do not know whether she is a blonde or a brunette. Roy is willing to admit that he is no longer invulnerable against these onslaughts. Oh, well, they all "fall."

Tony Solecki, Chief Inspector at the South Bend Terminal, is taking a few days' vacation, says he expects to spend some of his time hunting. Tony says that three rabbits won't be one-fourth enough for a good meal and from that we take it Tony is going to give us all an invitation to a big rabbit fry at his home. Hey, Tony?

Briggs Sees Game

Donald W. Lee has recently been added to the night force at the freight house, having been transferred from New Carlisle.

R. H. Briggs, the foreman, was the only representative from the freight house at the Notre Dame-Southern California game. We suspect that he yelled enough for the rest of us who had to work. Mr. Briggs expressed himself as being proud to be a part of an organization which can handle unusual situations as efficiently as the South Shore handled the increase in passengers for the "big game."

Mr. Briggs and W. L. Mummey have enrolled in the First Aid class conducted by the South Shore Line.

The new tractors and trailers are in use at the freight house now and are proving very successful up to the present time. Tom McCaskey is the tractor driver.

A. C. Culp, Freight Agent, hereby cancels his standing order on the storeroom for a nickel-plated, gold-finished whatchacallit. He has "sworn off" chewing.

Cupid's Proteges

We are pleased to introduce to you Miss Ruth Goodwin of Chicago, and Howard Bennett, the youngest of our Dining Car stewards, who is always smiling and very popular with our patrons. You will agree Howard and Ruth know how to pick winners. Their marriage is to be an early event of the New Year. As the young lady holds a responsible position with the Peoples Gas Company, it's all in the family, as it were. Pantagraph congratulates the happy pair.

—M. J. Naughton.

Sports

G. E. Gensch
Correspondent

The following is a standing of teams in the South Shore Bowling League, after 18 games have been bowled:

Teams	Won	Lost	Pct.
General Office	14	4	.777
Engineering	12	6	.666
Electrical	6	12	.333
Shops	4	14	.222

Shellenburg of the Electrical team is shooting some good scores lately, and is leading the individual averages with 164.5. A. M. Boller, however, says he'd better keep on getting the wood if he expects to stay on top, as Al is out to get back in first place.

Mallon and Bantz have been boosting their individual averages considerably since the last publication of the Pantagraph. They say they are just beginning to get ripe to their old form.

Talk about your real dark horse, the G. O. pin maulers have one in E. H. Utley, Jr. Say, Ed , some of the boys are wondering how you happened to roll a score of 89 the other night.

Will Jack Bowl?

Rudnick of the Shop's team is another of our bowlers who is always increasing his average. His team-mate, T. Knoll, has been bowling consistently also.

The Engineering team evidently has found a pin buster of considerable merit when Katzenberg joined their group. He is hitting the maples right around 150.

Regarding the Engineers, however, a number of bowlers have stated a desire that they would appreciate an opportunity to see Jack Weber in action. What do you suppose is the reason, Jack?

Gensch of the General Office team has set up a new high single game of 229, Shellenburg follows with a 226, and Mallon with 201. Here is something for the rest of you bowlers to shoot at.

As with all seasonal sports the noontime horseshoe pitchers have laid away their irons (without honors). Jack Weber has volunteered to survey a new stamping ground for horseshoe courts when the robins return.

A number of commuters working at the Michigan City General Office are out to learn ski-jumping this winter. It is understood they intend to ski-jump over the Dunes to Michigan city and return, daily. This, no doubt, should become one of the favorite winter sports.

Girl's Teams to Play

Is there anyone in the league who would like to purchase a perfectly new pair of bowling shoes? They may be had very reasonably, cash, or terms to suit. See or call Dude Kirk before the next bowling session. Why sell them, Dude? We have been of the opinion that your bowling has improved since you purchased those shoes.

It is understood that the contemplated Girls' Bowling Teams are going to practice against the Electrical Team of the regular league. Chas. Ludden has kindly offered his services to teach the fair ones all that he knows about the game. If this is the case these teams should get to be world beaters, for Charlie sure knows his stuff Coach Ludden has stated that he is exceptionally anxious to get started.

Traffic Department

C. L. Binger
Correspondent

Mr. Jamieson no doubt will be able to write his memoirs with many references to "Football Specials," "Real Estate Specials," and "What Makes a District Passenger Agent Wild."

It is understood that Mr. Stagg's eleven was greatly stimulated by the effectiveness of a very capable cheer leader, whom we understand is interested in "SOUTH SHORE." One of our efficient and likable number might be able to speak authoritatively on this subject. I wonder?

ALONG THE SOUTH SHORE LINE

Has anybody ever heard of "Omaha?" It isn't a place, it's a game. This testimony from one who knows.

Has anybody ever had trouble with a "flat tire?" D. G. Wood will be able to sympathize with that person.

Christmas Wish

A thought for Christmas: Giving does not confine itself to material things, but is active in many ways. Giving cheerfully of assistance in little things; making goodwill; giving a word of kindness; giving a fellow a boost when he is in need of encouragement, are all gifts of invaluable worth. We need not wait until the annual day of giving to make these gifts. There are three hundred and sixty-five days a year on which to make our fellow men happy. Try this mode of giving daily, and watch for dividends, which are inevitable.

We don't look for another "Pantagraph" following this until after the year 1927 will have been solemnly laid to rest with the myrtads of years gone before. We therefore take this opportunity to extend our greeting of Christmas cheer to the South Shore family. May fortune smile on the family of each member—may Christmas bring a new inspiration of goodwill to all of us—may happiness reign supreme and bless us all with health and plenty!

Trainmen

A. L. Mercier
Correspondent

Spot Wier has a new style coat, very attractive. For the latest style ask Mr Wier. We suspect that Lady Duff-Gordon was the designer.

The meanest man in the world—shot a rabbit while caught in a trap. For details ask Mr. Fogarty.

It is rumored that C E. Platt will run for mayor of Eastport. We are sure he will appreciate your support.

The Transportation Department promises a very interesting program, including a six-round bout between Brakeman Killingbeck and Conductor Fields, at the A. E. R. A. company section meeting in February.

Brakeman A. L. Mercier, a very industrious boy, endeavored to flag a Michigan Central train at Parson's Curve, taking it for the South Shore flyer. Where did you get it?—Ike.

We are sorry to bring the news that "Doc" Helm fell and broke his leg. The Transportation boys are all hoping for a speedy recovery for Mr. Helm.

Way and Structures Dept.

Jack Weber
Correspondent

mr. john hubenthal and his better half, also mr. Jimmie mallon and his better nine-tenths tuk a motor trip to canada it wus about tyme fur john to do something wreckless; his tongue wus hanging out about a fut. They cam back wit heavy hearts, sorre caus they did'nt stae longer, customary to regular form, rite hear is wear gud frends part. john and his boss went to milwaukee to visit some frends, and john reports that it wus better in milwaukee then it was in canada. jimmie wus the wiser of the too. He got wel acquainted wit old man sleep, in fact they saw much of each other in the last wek of his vacashun.

A. e. keeler, who is vise rodemaster in our department is boasting how gud his stuf is coming along. he said it wus working better then ever. He also gav us the recipy. it takes 18 heads of cabbage to make 5 gallons of sour kraut. when Al's kraut gets gud he is going to have a sour-kraut and spare-rib feast at his house. yur invitashun will admit you.

King Recovering

we are glad to inform hour reders that george A king, formerly secshun fourman in east Chicago who wus injured sept. 24, in a auto aksident left the hospital Nov. 23. He is convalescent at the home of his relatives at Newton Illinois.

mr. otto Tatus, one of hour draftsmen returned frum his vacashun last month and the way he looks, it shur did agree wit him. otto tuk his famalee to relativs at laSalle Ill. Otto reports the butter, eggs and other farm products can't be beet, judging from the way otto gained in siz he shur put away a lot of gud eats.

mr. fred Parker is one of the best frends george Blockno has. Ever since Fred built a nice new gerage house for george in the rear of the general ofice, fred stands ace high wit geo.

Now that the bridge and building department is getting a new coat of paint, we our going to sugest to Fred parker, that he doll up his old buick a bit.

Don Talks Turkey

Donald mallon, son of hour assistant engineer, noze his stuf. He is just lik his dad, you can't fool him. just ask heem wat he eat fur thanksgiving diner and he wil tel you turkee. Turkees and thanksgiving go together, it happened that the mallons had chicken, but donnie said it wus turkee cause it tasted lik turkee. at leest when the meal wus finished Donnie wus ful and satisfied.

Nau that hour construcshun seeson is over and hour engineers gangs out on the past, at leest fur the yeer of 1927, joe Salvato returns to his reguler work at Hegewisch and o. f. Harvey resumes his duties as fourman of the secshun gang at east Chicago.

jack Brady of the b and b dept., toled his wif to invite a lot of frends over fur "haasen pfeffer" diner last sunday. he promised he wood be shure and bring home the rabbits, because it was a gud day fur hunting. Everybody had a fin tyme at the dinner.

Inventory Time

When it comes to the wood carving art Harry Campbell and Ernest fisher our the best yet, both of these men out working hard at old iron sides at the present tyme. erny is just about completed, he started about a month ago while harry is stil working at his model that wus started about a yeer ago.

as the yeer is again drawing to a close, inventory tyme begins. again the way and structures dept., is called upon to get this inventory over and get it over rite. L. E. bantz is again appointed general and chief of the inventory division, and you can bet yur bottom dollar it will go over big. If mistakes accur we will here about them the first of the year.

Richard wolick" kenton, hour chainman, is spending a couple of evenings at home lately. we our wondering why. it being the duty of the correspondent to get all the dirt about the fellows in this dept., he found that dick's mother is visiting him frum Michel South Dakoda.

Boost for A. E. R. A.

everbode in the engineering department is happy and the reeson fur this merriment is that we our nau caged up in hour new office away from the other people in the ofice. Just try and get past hour door keeper mrs. Palline kimmel witout first presenting yur card and you will get and eerfull. the department is seperated into two offices. One for mr. Underwood and Mr. mallon and the other fur the draftsmen and the clerks. Hour files our mor assessable and working condishuns in general our quite improved

These A. e. r. A. meetings our the best thing that ever happened to are South Shore famlee. the meetings our instructive, educashunal and entertaining. and that isn't all, they bring out the hidden talents of people, that could not be discovered any other way. Fur inkstanse, nobody new mr. j. Mallon was such a gud speecker, he even serprised himself. It won't be long when the program committee of the A. e. r. a. will hav the dope on every body in th South Shore organizashun. They will know what hidden qualities you pocess and you will be called upon to do yur bit towards making hour meetings more instructive and entertaining.

Pantagraph Team

The three muskateers of the engineering department were sucessfull in abating four gud seats to the Noter Dame and Southern california futball game last saterday. it wus a thrilling game fur mr. mallon and mr. kelley, but the third party mr jack weber had his B and C wit him and she got so excited she tore her gloves to pieces just as bad as Flanigan tore holes into the Southern California Line.

In our last issue of the "Pantagraph" we told our readers that a committee of one had been appointed to choose the "All South Shore" football eleven. This has been done, but we are unable (for many reasons) to list the name of the party who has made such a good selection. A thorough study of each player was made and each was credited according to his efforts during the season.

We are listing below the first, second and third "All South Shore" elevens:

Pos.	1st Team	2nd Team
R.E.	H. Grott	G. Rank
R.T.	M. Kelley	K. Kimmel
R.G.	J. Maeder	G. Kickish
C.	*E. Costello	*I. Greenberg
L.G.	M. Copeland	C. Sudds
L.T.	I. Gottshaw	A. Tews
L.E.	L. Stephenson	G. Segnitz
Q.	P. Kimnell	O. Tatus
L.H.B.	L. Arnold	G Gensch
R.H.B.	E. Peters	J. Mayer
F.B.	I. Hasemeyer	R. Glassman

3rd Team

Valleau-Vermont, Miller-Missouri
Hotchkiss-Illinois Mallon-Armour
Titsworth-Amherst Stover-Illinois
Winegar-Pittman Aldrich-Purdue
Kelley-Notre Dame *Williamson-Knox
Schnabel-North Dakota

* Captain.
Jack Weber, Substitute.

W. I. INTERCHANGE TO BE DOUBLED IN SIZE

A further testimonial to the growth of South Shore Line freight business has come with the announcement that plans to enlarge and improve the interchange facilities of our road with the Chicago & Western Indiana Railroad and the Belt Railway Company of Chicago at Hegewisch are now being carried out.

The original interchange tracks with these lines were put in service August 1. Before the elapse of thirty days, the track capacity—38 cars, 19 delivery and 19 receiving—was too small.

Work now under way will increase the total capacity to 84 cars—42 each for delivery and receipt, and the improvement is expected to be ready for operation by the first of the year. The Western Indiana will do the work, and the total cost, both original and improving, will be about $27,000, according to estimates.

Two hundred and thirty-six South Shore Line employes attended Safety meetings during the month of November.

The schedule for the first four months of 1928 will show all group meetings held between the first and tenth of these months.—From "Safety Notes."

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 **JANUARY, 1928** **No. 1**

700 AT CHRISTMAS PARTY

OWN YOUR OWN HOME BUREAU AIMS TO HELP SOUTH SHORE PEOPLE

Location, Planning and Financing Counsel, Free to Public, For Employes Too

A free public service, inaugurated by the South Shore Line for the benefit of the communities it serves and persons living in them, is offered employes in the Own Your Own Home Bureau at 72 West Adams Street, in the heart of the Chicago Loop.

Co-operating in this new public service enterprise are other public utility companies serving this territory.

Fosters Home Ownership

The purpose of the Own Your Own Home Bureau is to gather, compile and disseminate information in regard to home location, planning and financing in the territory within a radius of 75 miles of Chicago. Through educating the home-seeking public regarding the factors pertinent to purchasing or building a home, the Bureau hopes to foster home ownership and community development.

Extensive information relative to the region has been assembled. This covers geographic and climatic conditions, distribution of population, the particular advantages which the various communities offer prospective residents, transportation and other public utility facilities and data pertinent to building and financing a home.

On Homes Only

This information is at the disposal of individuals, real estate men, architects, builders and community organizations. The Bureau is co-operating directly with all the various agencies having to do with the upbuilding of the area. However, its activities are confined to those organizations dealing strictly in homes—meaning dwellings occupied by a single family or two-flat buildings—and its services are wholly for the purpose of assisting those who would become home owners, including employes of the South Shore Line.

In our territory there are many localities from which to choose the location for a home. Distance to employment, climate, character of people, schools, churches and utilities are important factors. Electric and gas service, water and sewer facilities, distance to transportation and future of the neighborhood must be considered.

President Budd's New Year Message

To Fellow Employes:

At this season when the new year is beginning we glance backward to review the record we have made in the last twelve months. And we look forward into the year just ushered in with confidence that it will give us new opportunities to serve the public, upon which we depend for the means by which we earn our livelihood.

We are fortunate to be engaged in an industry in which our employment is less affected by business fluctuations than most industries. Hence, our employment is steadier and our wages more certain.

I appreciate the spirit of co-operation with which we have all worked together in the last year and take this means of extending to all our employes my best wishes.

I look forward with confidence to the year that is before us. I am confident that we shall continue to work together for our mutual interests to the benefit and advantages of the public which we serve.

Millard Budd.

President.

For Remembrance

Santa Makes Good His Promise; Kids Take Part, Frolic

Fifth Period Awards Given Out; Tree, Movies, Dancing Aid Festivities

The next meeting of Company Section No. 15 will be at Marquette Hall in Michigan City the night of January 27. This will be "All-Department Night," with talks by all department heads, special music and entertainment de luxe, and a dance. Marquette Hall is at West Tenth and Buffalo Streets—be there, everybody!

(By John Inman, Secretary)

South Shore Line Company Section No. 15 held its second annual Christmas party at Hudson Lake Casino, Thursday evening, December 22, 1927, and it was A party.

A special eight-car train, together with other special service, carried approximately 700 employes and their families to the hall. Promptly at 7:30 P. M. the President, T. C. Hamilton, opened the evening's program by extending a hearty welcome on behalf of the A. E. R. A. Company Section to every member of the South Shore Line family present. Mr. Hamilton stated that the regular order of business would be dispensed with, and introduced a number of out-of-town guests.

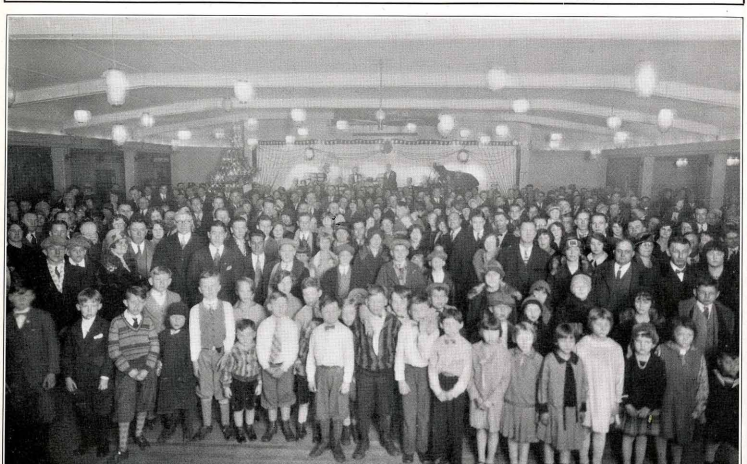
Mr. Jones' Remarks

Mr. C. H. Jones, general manager, expressed his sincere appreciation of the large attendance and extended his hearty Christmas greetings to all. Entertainment provided by the children, proceeded as follows:

Recitation.....“Merry Christmas”
Norma Rojahn
Indian War Dance.....“Me and My Shadow”
Mallon twins
Recitation.....“O Dear, O Dear”
Marjorie Farber
Violin Solo.....“Flower Song”
Alfred Hetzel
Recitation.....“A Helper for Santa Claus”
James Jones
Dance.....Acrobatic
Marian Kubsch
Recitation.....“Christmas Morning”
Billy Farber
Recitation.....“A Good Santa Claus”
Rose Marie Chalk
Piano Solo.....“Narcissus”
June Johnson
Recitation.....“Hoosit”
Maxine Rojahn

(*Continued on page 2*)

Pick Yourself Out of This Christmas Party Group



CHRISTMAS PARTY ENJOYED BY 700

(*Continued from page 1*)

Recitation.....“Poor Santa Claus”
Betty Valleau
Recitation.....“Christmas Greetings”
Rose Marie Chalk

Howard Pipher, age 2, gave an unannounced piano solo, which was appreciated by both the audience and the performer. Immediately following this E. B. Stover exhibited a motion picture film, “Children’s Comedy.”

Santa Enters

Then “Santa Claus” entered amid thunderous applause and shouts of glee from the kiddies. Assisted by Mesdames Drolema, Kaylor, Scjafer, Barney, Farber, Hartwig, and Misses Irene Sprencel, Grace Jones, Dorothy Bingamon, Evelyn Kieper, Imogene Hasemeyer, Loretta Arnold, Elsie Costello and Marie Kelley, Santa Claus proceeded to pass out to all of the children gifts from his bounteous supply. After having supplied the demands of all the little tots, Santa distributed a number of cash awards to the winners of the fifth period of the Better Business Campaign. Winners are shown in another column.

The remainder of the evening was turned over to L. J. Mayer and his orchestra who furnished delightful dance music until midnight.

BETTER BUSINESS CAMPAIGN

Prize Winners—Fifth Period

F. E. Eddy, Conductor	**$100.00**
J. J. Walter, Chgo. Freight	**50.00**
W. C. Eggert, Pass. Agt.	**25.00**
O. Coburn, Ass’t. Sec. Foreman	**20.00**
G. R. Burgwald, Collector	**10.00**
W. M. Bernethy, Accountant	**10.00**
O. Cook, Carpenter W. & S.	**10.00**
B. F. Morris, Carpenter Shop	**10.00**
A. C. Culp, Freight Agent	**10.00**
E. A. Hall, Conductor	**5.00**
A. C. Tews, Chief Clerk Sh’p	**5.00**
W. M. Lloyd, Chief Clk. Sig.	**5.00**
Kenneth Kimmel, Clk. Valu.	**5.00**
L. Kriesel, Conductor	**5.00**
J. W. Mark, Conductor	**5.00**
H. Kroening, Collector	**5.00**
J. C. Weber, Draftsman, W. & S.	**5.00**
C. W. Deardorf, Conductor	**5.00**
A. B. Parsons, Motorman	**5.00**
J. F. Scrivnor, Line Foreman	**5.00**

Department Standings

December 31, 1927

Division	**Percentage of Quota**
Agents	**28.3**
Transportation	**14.5**
Ways and Structures	**13.0**
Shops	**7.0**
Accounting	**4.2**
Electrical	**3.33**
Company Average	**16.1**

FOREMEN TALK WORK OVER DINNER PLATES

South Shore Line foremen, members of the newly-organized Foremen’s Conference which meets every month, turned aside from strictly business at the December 21 gathering in favor of broiled chicken and cigars, as guests of their department at the Spaulding Hotel, Michigan City.

Members present included J. H. Clemmons, Guy Vandusen, Dave Bennett, H. Jenkins, William Moore, Ed Rapp, Sebe DeHaan, M. Bitner, O. F. Harvey, F. F. Corcoran, Joe Salvato, S. H. Havens, R. Valstorf, J. H. Hubenthal, Roadmaster; E. A. Keeler, Assistant Roadmaster; Elmer Will, Timekeeper, and L. E. Bantz, Time and Material Clerk. Other guests were: C. H. Jones, General Manager; W. A. Underwood, Superintendent of Ways and Structures; Jimmy Mallon, Assistant Superintendent; E. B. Stover, Director Better Business Campaign, and D. C. Schnabel, Publicity.

All present gave short talks, discussing their interest in the new organization and looking forward to marked improvements in maintenance and co-operation as the result of the conferences.

SOUTH SHORE LINE SERVICE OF SUPPLY EFFICIENTLY ORGANIZED

By R. R. House
Gen'l Supervisor Railway Stores

(Reprinted in part from an article by Mr. House in "Railway Purchases and Stores")

Without an efficient service of supply a railroad cannot win public confidence in its ability to render safe, fast and reliable service any more than an army can win a battle without such service.

Therefore, when this property was taken over about two years ago by the present management, the stores department was not omitted from the extensive program of re-organization and rehabilitation which was started at that time and which to date has resulted in numerous improvements including a new stores building and equipment.

New Stores Facilities

The new storehouse which is located at Michigan City, Indiana, is a brick and steel structure about 50 ft. wide by 100 ft. long by 22 ft. high, with a second floor built over half of this area and windows providing ample daylight and ventilation spaced at close intervals on all sides excepting one end 50 ft. on one side where it adjoins car shops building which is built on same architectural lines.

This stores building which was erected to provide proper storage facilities for small materials is equipped with modern open or "daylight" type of steel racks and shelving with arms or shelves adjustable on 3-in. centers without necessarily disturbing other shelves.

On these shelves to which are attached label holders containing labels bearing descriptions and stores item numbers, the materials are stored according to standard classification used.

Standard Packages

Materials are purchased or repacked when received, in standard packages containing approximately same quantities as are usually drawn from stores on individual deliveries to using departments.

Using departments which request less than a standard package quantity and would have no use for balance are charged with full package, but only quantity needed is issued to them and balance is issued for use on some other job, without charge, provided quantity of material involved is not of sufficient value to warrant clerical work necessary to make charge for less than full package.

Tray System Used

The tray system of unit piling is used with detachable aluminum markers on trays to maintain a cumulative count of each item. Legs made of short pieces of 1/8-in. by 1/2-in. mild steel, bent to form a right angle, are attached to trays with a stove bolt to make it possible to stack a number of trays in cases where material to be stored does not provide a surface flat or level enough to permit stacking filled trays in usual way.

Angles made of light gauge sheet iron cut in strips 2 5/8 in. wide and bent to form a right angle with one flange 3 in. wide and the other 5/8 in. wide, are used in place of trays for unit piling and maintaining cumulative count on hand straps, air hose and numerous other items by inserting the wide flange between each layer of material with narrow flange upright in front of material so that a cumulative count marker can be attached to it.

Use Subways

The storage racks are placed longitudinally with the building with 3 ft. aisles between extension racks and a 5-ft. space between main racks. Three foot subways across aisles are located at 12-ft. intervals with a 6-ft. main cross aisle at center of building.

At end of main cross aisle nearest shops building is the issuing counter and lobby with direct access to shop. At other end of main cross aisle is receiving clerk's checking counter and storage space for material which is being held for technical inspection or return to vendor with receiving counter and lobby immediately adjacent.

The storekeeper's office where local stores records are maintained adjoins opposite side of receiving lobby.

Safety Notes

W. W. Clemmons
Safety Engineer

The following foremen have been awarded 100% Safety Record cards for the last half of 1927:

Sebe DeHaan, Track Dep't.
Edward Rapp, Track Dep't.
Harry M. Jenkins, Track Dep't.
David Bennett, Track Dep't.
Guy Van Dusen, Track Dep't.
James H. Clemmons, Track Dep't.
Michael Bitner, Track Dep't.
Thomas F. Corcoran, Track Dep't.
Anthony Sobecki, Mech. Dep't.
Thomas Cassidy, Freight Station.
Anthony J. Popp, Freight Station.

These men are to be congratulated on this excellent record, and we wish to assure them their efforts are highly appreciated.

One hundred and sixty-two safety meetings were held during 1927, with a total attendance of 2,959.

First Aid

There were 41 less accidents to employes in 1927 compared with those in 1926—a decrease of 25%. Let's make the decrease at least 75% for 1928!

Those two "old rails," Mark and Kiley, make an efficient chairman and secretary at trainmen's meetings.

Sixty-six employes of the South Shore Line were trained in First Aid work last year. Fifty-three will attend the annual banquet, which will be announced later.

Four teams are now being trained for an elimination contest to be held in Michigan City shortly. The winning team will enter the big Chicago meet in March as the representative of the South Shore Line.

Our Stores Building Interior

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes
Editorial Office:
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D. C. Schnabel.....Editor

Vol. II JANUARY, 1928 No. 1

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

Circulation 325

What Can You Do With a Hill?

Hills have been involved in spectacular events since the beginning of time. The Romans built the greatest warrior city of all time on seven hills, and suffered near-conquest at the hands of a man whose mightiest single achievement, in spite of his historic reputation as the great military genius of all time, is expressed in the one terse statement, "Hannibal (with his army) crossed the Alps." Vesuvius, "stout Cortez upon a peak in Darien," Lookout Mountain, Pike's Peak, Hill 304—the list is without end.

There is a hill in Ogden Dunes which, so far as the South Shore Line family is concerned, deserves some kind of a place in our own list. It is a 120-foot dune about a quarter mile north of our Wickliffe station. It has stood there for centuries untouched by human affairs, so far as we know. But now the face of it is changed—a huge steel slide has been built on its crest—on January 22 it had its great day of glory, in the big international amateur ski tournament of the Ogden Dunes Ski Club. Famous riders from over the world sped down its snow-clad slope. Only a moment of glory, measured against the centuries, yet one that was shared in a material way by our railroad as principal carrier of spectators to the meet! After that day—nothing for the rest of the year. Except for the steel on its crown, the dune will be as before, until time for another meet next January. If some one could think of a way to make that hill useful the year 'round, some sort of a perpetual attraction that would still preserve it for its original purpose, a ski slide—

You are invited to study over it: What can you do with a hill?

—Suggested by T. G. Hamilton, Ass't Gen. Mgr.

Equipment Versus Service

Comparing equipment with service may seem like matching a song against a picture, but here is a thought:

In two years, since the South Shore Line has been under the present management, the word "new" has had to be used so often in describing features of our railroad that it has become over-familiar. New schedules, new cars, new locomotives, new rail, new ties, new signals, new substations, new dining and parlor cars, new sidings, new stations! Here we catch our breath and begin again: new overhead, new offices, new bridges, new interchanges, new industries to serve, new double track!

All this has been given us to use in rendering our service to the territory. We have something to feel pretty good about, nobody can deny it. We are living in a sort of perpetual Christmas time in respect to being supplied with the wherewithal to work. We can be proud of the South Shore Line and say so in front of anybody. Better yet, we can show the public this by simply living up to our equipment.

—Suggested by E. H. Utley, Jr., Assistant to Comptroller.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

WHY YOU SHOULD RIDE THE SOUTH SHORE

The track work is properly done
And the overhead line is properly hung.
The motormen are tailor-made
And our new rail is the best ever laid.
Our conductors are kind and wise
They know every corner, every enterprise.
Our trains are beautiful, spick and span,
You can wear silk hose or the best you can.
They are always on time, rarely ever late.
They are real trains—not a fake.
We give the best service there is to obtain
If you ride the South Shore, you'll ride again.

—Joe Salvato, Section Foreman.

! ! !

JUST LIKE THAT

He had been about for some time without work, but finally got a job cutting the slabs into stove lengths.

The hazy circle at the outer edge of the circular saw had a tremendous fascination for him and at last he put his finger over it to see just what it was. His finger came off.

As he stood gazing at the finger stub, the foreman came along. "Well, what's the matter here?" he asked.

"Blime me if I know," was the reply. "You see I just put my finger over the saw like that * * * My gosh, there's another one gone!"

—F. L. Winegar.

! ! !

DWIGHT'S A DADDY

The telephone rang, all was suspense;
Jamie answered; Jack was tense.
Johnnie was out; Jones was too,
Dwight was calling, his agony through.

Louanna Carol Wood, a bright young lass,
Opened her eyes, and saw through the glass,
Her frantic papa, all whiskers and smiles
As he gazed at his daughter, forgetting his trials.

'Twas 4:39 in the afternoon,
January 4th, Wednesday, in gloom
When little "Lou" was announced by the nurse,
And the cheery cry on the silence burst.

In years to come, and come they will,
In the Traffic Department, we'll 'member the thrill
Of Dwight's shaky voice, all full of pride,
"It's a girl, seven plus, goldern my hide."

—Trafficker.

! ! !

YOUNG SAFETY ENGINEER

Teacher: "Norman, give me a sentence using the word 'diadem'."

Norman: "People who drive on to the railroad crossings without looking 'diadem' sight quicker than those who Stop, Look and Listen."

—W. W. Clemmons.

! ! !

"The snow had begun in the gloaming, etc., etc., ad infinitum."

—Ye Ed.

Clean Bill

The Pantagraph congratulates the men listed below for an achievement which is of vast importance in the operation of a railroad—Consistent Safety. These men have not a single accident charged against them for the year 1927:

Track Foreman DeHaan
Track Foreman Van Dusen
Track Foreman Rapp
Track Foreman Crump
Freight Foreman Popp

ALONG THE SOUTH SHORE LINE

Accounting

O. H. Hansen
Correspondent

Miss Dorothy Sprencel is back with us again after a short leave of absence on account of illness

Mr. C. E. Connelly is employed as Special Accountant in the Freight Accounting Department, effective January 4, 1928. Mr. Connelly was formerly with the Steel Fabricating Company of this city as Traffic Manager and prior to this time was with the Cloverleaf Railroad in various capacities, and appears to be very happy to get back in the railroad game once more.

Bridge Party

Miss Dorothy Sprencel entertained a bridge party composed mostly of South Shore girls, at her home, 305½ West 9th Street, Wednesday evening, January 4, 1928. The prizes were awarded Peggy Jones and Margaret Coupland. Delicious refreshments were served.

Mr. J. O. Corson, Freight Accountant, is confined to his home on account of illness.

Miss Elsie Costello entertained a bridge party at 815 East 11th Street, Wednesday evening, December 21, 1927. Prizes were awarded Loretto Arnold and Dorothy Sprencel. Christmas gifts were exchanged and a "grab" filled the evening's entertainment. Delicious refreshments were served.

Utleys Move Here

Mr. E. H. Utley, Jr., Asssitant to Comptroller, and family have moved to Michigan City and are residing at 507 East Hobart Street

Mr. J. G. Miller, Auditor, Mrs. Miller and son, James, spent the Christmas holidays visiting Mr. Miller's mother at Bonne Terre, Missouri

New Faces

Miss Edna Darman, Comptometer Operator; Mrs. Laura Hegelmier, Stenographer; Miss Mable Helmick, Stenographer, and Mrs. Martha Rawlings, Stenographer, are the new faces you have seen around the Accounting Department recently. They are assisting with extra work at inventory time.

Conductors

L. Kriesel
Correspondent

One of the biggest catastrophes that ever happened in the history of the South Shore took place on December 17, 1927, at 5:50 A. M., in South Bend—R. J. Taylor's watch stopped.

Jack Faulkner thinks everybody should use the soft pedal when entering a car where trainmen are sleeping

"Blondy" Bennett, the good looking steward on the "301," tells me the picture in the November issue of the PANTAGRAPH is all a big mistake—no intentions of getting married at all. He is going to buy a Chrysler roadster in the spring. You know you can trade it in every year for a new one, but you can't trade in your wife every year. Tell us another, "Blondy."

Bybee to South Bend

It has been discovered that there are only two men on this road that know the meaning of "psychology." I know who they are, but I can't tell.

Howard Bybee moved to South Bend recently. Welcome to the big City, Howard.

Dining and Parlor Cars

L. J. Hile
Correspondent

The employes of this department wish everyone a New Year of happiness and prosperity.

The past month has been a very busy one in these departments due, of course, to the constant stream of Christmas shoppers from out of town, and the boys and girls returning home from school for the holidays. Then on the other hand we had our individual needs to care for and for this reason particularly the writer almost forgot to send his little contribution for the PANTAGRAPH.

Steward Bennett has been so busy lately with other things more interesting than news for the PANTAGRAPH that we will have to wait for what he has to say, and when that time arrives I presume some one else will help him say it.

The Christmas Party

Steward Hile and family finally got an opportunity to attend one of those little gatherings the South Shore employes pull off now and then and December 22, attended the Christmas party at Hudson Lake. Did we enjoy ourselves? Ask anybody if we didn't take the last train home. The kids certainly were strong for Santa Claus, and if I am not mistaken some of the grown-ups had something good to say for him, especially when he passed out those envelopes.

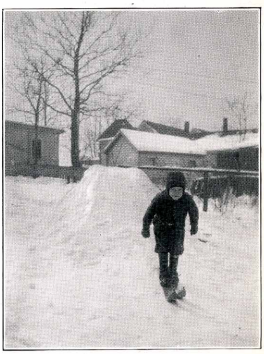
Mr. and Mrs. Speed also attended the affair and spent a very pleasant evening.

The sympathy of all our employes is extended the family of Motorman Stafford, who was accidentally killed New Year's day. Dining car 302, in charge of Steward Blyth, appeared on scene en route to Chicago and through courtesy of Mr. Speed, who happened to be a passenger on diner, gave out hot beverages to those desiring them. This was very thoughtful of Mr. Speed and highly appreciated on that frigid day.

The Coal Dust Twins

Mike and Ike—They Look Alike

Ogden Dunes, Beware



Robert H. Tews, 8 years old, the son of Arthur H. Tews, chief clerk in the Shops Department, is strong on form in his ski-riding.

The picture shows him practicing on a slide in his back yard at 725 Michigan street, Michigan City. Lars Haugen himself couldn't show any better style than this on such a hill.

Electrical Department

W. M. Lloyd
Correspondent

By Charles Ludden

Friends and fellow workmen of Charlie Johnson, Signal Helper, extend their sympathy to him for the loss of his wife, Friday, January 6th, 1928.

Several new faces have appeared in the signal gangs lately. Among them are: Dan Conover, Signalman, who came to this company from the Chicago Rapid Transit; W. J. Talbott, Signalman, came from the Illinois Central Railroad; A. Martin, Signalman, came from the Moffet Tunnel job on the Western Pacific; M. W. Hollovan, Maintainer, came from the General Railway Signal Company. Welcome to our family, boys; hope you all like it here.

Mr. John Stevenson, our Signal Engineer, who usually stays in Chicago, appeared at our General Office several times just before Christmas. We're always glad to see you, John, but why pick that particular time to come around?

Little Ben Hurt

Ben Junior, son of our Signal Supervisor, suffered a serious injury to the inside of his mouth Christmas Eve when he fell on a tin horn which someone had given him for Christmas. He says Christmas dinner was a total loss as far as he was concerned.

Wally Lloyd has returned to the office to WORK after spending several weeks in Chicago as Chief Engineer of the Miniature Railroad.

No marriages or births are reported in the Line Gang but all members report New Year's eve as a "howling" success. They haven't decided yet just who howled the loudest

Charles Ludden has returned to work after spending his vacation at his home in Texas. He reports home cooking as being better than even the Michigan City restaurants. He

ALONG THE SOUTH SHORE LINE

also spent a short time across the border in Mexico. The conditions there are—favorable, or flavorable.

A New One

Miss Irene Gottshaw, telephone operator, says all the cars which brought her friends to the New Year's eve party she attended froze up and everyone had to stay until morning. That is at least a novel excuse, Irene.

John "Tiewire," Telephone Maintainer, has been sporting four ladies' wrist watches. He insists he got them from his daughters. Maybe so, John, maybe so!

Any increase in weight you may have noticed on Irene is due to eating too much candy. She won a bet with her boss, V. E. Code. The subject of the bet seems to be a secret.

"Tiewire" has been going to Chicago regularly twice a week, "To see a doctor," he says. That's all right, John, we believe you, but why don't you bring some back for your friends once in a while?

Ahoy, Chicago!

Irene does not seem to be wearing any new rings, plain bands or otherwise. However, this is leap-year and she says, "It won't be long now!"

Martha and Irene expect to go to Chicago in the near future. "To see the bright lights and paint the town a delicate green." They say they are going alone! I wonder!

The operators also report that they have no objections to buying some new toys such as jewelry, clothes, etc., but they don't know what to use for money. Small contributions gratefully received, large ones in proportion.

General Offices

M. J. Naughton
Correspondent

Well, Christmas has come and gone—and likewise New Year with its many good resolutions—and how many of these resolutions have been broken? Wanta know one who has been unable to keep hers? Listen and you shall hear: One of "them unpreferred brunettes" in JK's office, affectionately called "Hiney" by her intimate friends—made a firm resolve not to increase her South Shore mileage this year—and presto, on January 5th we find her again riding the midnight train out of Chicago. What's the answer?

Christmas Party

Twenty-eight of the office girls at Michigan City enjoyed their annual South Shore Christmas party on December 31st. They partook of a delicious three-course dinner at the Homestead Tearoom. The table was decorated in poinsettia, with tall red tapering candlesticks, all bespeaking the good cheer of Christmas which was the handiwork of popular Elsie Costello. Little, but, oh my, just what is it that Elsie cannot do? The guests included Mrs. Laura Stephenson, Mrs Lila Thompson, Mrs. Pauline Kimmel, Mrs. Margaret Coupland, Mrs. Mitz Larson, Elsie Costello, Imogene Hasemeyer, Josephine Kelley, Henrietta Grott, Bertha Hagelmeyer, Margaret Rawlings, Esther Peters, June Maeders, Rose Mentag, Loretto Arnold, Peggy Jones, Irene Sprencel, Dorothy Sprencel, Mrs. Florence Hartwig, Dorothy Bingamon, Mabel Helmick, Ruth Kelver, Irene Gottshaw, Martha Bartels, Evelyn Kieper, Hazel Mell and Mary J. Naughton. This was voted the best Christmas party the girls have ever had. There was the usual exchange of Christmas gifts, MJN acted as Toastmistress and incidentally played Santa Claus in the distribution of gifts, and in an endeavor to ascertain first whether the gifts would be suitable, asked each girl what she expected—and to Elsie Costello with her ready wit was given the prize. When asked what she expected, Elsie replied, "I don't expect anything, but my father would certainly like to have a son-in-law."

Miss Bartels Bows

One of the general office favorites is Martha Bartels, the afternoon switchboard operator, smiling, unassuming and always willing and obliging. One of the few girls who could have a great many dates, but prefers study and home life when not working on the switchboard.

Mr. J. K. Gray, accompanied by Mrs. Gray and daughter Helen left Chicago on Tuesday, December 27th, on the Santa Fe to spend several weeks in California, visiting friends in Los Angeles and San Francisco. This is a combined business and pleasure trip. On Friday previous to leaving, when Mr. Gray opened his roll top desk (yes, we still have them in Michigan City) he found an elegant walrus gladstone bag, the gift of his employes—and for once was "knocked speechless." Cards received from Mr. Gray and his family indicate that they are having a wonderful time in the sunshine and warm climate of California. We all hope the rest and vacation will do him and his family a lot of good, but we shall nevertheless be glad to welcome them back.

The Gary Post Tribune informs us that Peggy Hanlan is back at her old love, publishing a company paper, and speaks very encouragingly of Miss Hanlan and her new issue, "The Treadle." Peggy, your friends on the South Shore are very happy to know you are back in the harness and would certainly enjoy a copy of "The Treadle." Success to you and your new venture!

Speaking of Christmas: Have you seen Earl's new gift? Well, where have you been? A new pipe and a cigar lighter—and how that boy does love the lighter. Earl is the popular secretary of the Better Business Campaign, who hands out the nice fives, tens, twenties, and on every so often—the General Manager of the Miniature Railway—and last but not least the Chairman of the popular lecture course. He can play just as hard as he can work, which is exactly the right recipe for SUCCESS.

Two Motormen

Sometimes it takes years to become popular, and then again a newcomer will become popular over night, as it were.

Here is one of the men who has done just that—Motorman Walter Kroedel and his chum, otherwise known as his pretty wife. A good looking couple, and Walter is justly proud of her.

"JK" Takes Bacon

The ever popular "JK" may run away from the South Shore but it cannot keep him from winning laurels—trust him to always "bring home the bacon." And we are also pleased to note that his dancing partner was Mrs. Brooks, the wife of genial Bill Brooks of the Westinghouse who is always a welcome visitor on the South Shore Line. North Shore, just call on the South Shore when you want snappy dancers, or anything else that goes with our usual South Shore Service. We've got 'em:

> A slow, dreamy waltz was played and the dancers followed the smooth, serene rhythm to the end. In answer to the vociferous cries for an encore, Announcer Melvin W. Bridges took the floor and made it known that, while the dancers were gliding over the tiled floor, several judges had been choosing the best waltzing couple. By unanimous decision the title went to Mrs. W. G. Brooks (non-employe) and J. K. Gray, Superintendent of Transportation for the South Shore Line. Mrs. Brooks was presented with a green silk umbrella and Mr. Gray a leather bill fold, key and cigaret case. —High Line.

Have you noticed the air of bustle and confusion — new hair cuts — and new clothes around the Michigan City Terminal? Our friend Albert J. Krueger, the hustling business go-getter, has been prevailed upon to take a much needed vacation, and on Thursday morning, accompanied by Mrs. Krueger, left for New York, and from there will run down to Washington and visit with some of his friends in Congress. He expects to be gone about two weeks. Albert J. is as nervous about his trip as a man going on his honeymoon.

Mechanical Department

A. C. Tews
Correspondent

The Third Annual Conference on Welding was held at LaFayette, Indiana, under the direction of the Engineering Extension Department of Purdue University. The conference extended over a three-day period, December 13-15, inclusive.

A party of four representing this Company, consisting of J. H. Mallon, Assistant Engineer; Merle Aldrich, Electric Engineer; Carl Brunzler, Bonder, and Fred Meer, Machinist-Welder employed in Shop Department, attended.

Talks were given on the various methods of welding, namely, electric, acetylene and thermit, after which demonstrations, covering these methods and latest equipment were made.

Cutting Improvement

Mr. Meer reports the latest improvement in cutting was most interesting to him. This was an arrangement whereby the torch was held firmly by clamps, instead of in the hands of the operator. The operator then directed the cutting of the torch through another portion of the machine by following any sample, outline or template. The advantage of this is that the torch is fed at one speed, always being in the same position and distance from the material. This results in the edges of the material cut being extremely smooth and also results in a saving of labor and time in machining it before use.

There were also many other small practices demonstrated which can be used in everyday work and all feel amply repaid for the time spent at the conference.

Mr. Lloyd Travels

M. M. Lloyd, Superintendent Shops and Equipment, reports having a fine trip to Grand Rapids on December 25 and 26, where he visited with his two sisters and their families. It is in the region of Grand Rapids where he

ALONG THE SOUTH SHORE LINE

spent most of his boyhood days, so it was quite fitting to be there again, especially at Christmas time, and revive old memories. He says he found the highways in good shape, but the streets on the hills in Grand Rapids were covered with ice and very dangerous.

Herman Weigman, Foreman Carpenter, at the shops, says you can't drive a nail with a sponge—no matter how much you "soak" it. Edw. Schultz tells us that it's all right to "Hit the nail on the head"—as long as it isn't your fingernail.

Ike and Mike Rest

Locomotive No 1004 which was damaged last November, is again in service. Mr. Morrison, Superintendent of Freight Service, says "Ike and Mike which look alike (small engines) can now take their vacations."

We understand Henry Pearce, Night Inspector at Shops, who has just returned from his vacation, spent a great deal of his time driving at night and listening to the radio till the "wee sma' hours." You know—he just couldn't get accustomed to sleeping at night.

South Bend Terminal

C. W. Veach
Correspondent

Don't forget that South Bend will have the finest passenger station on our railroad. Come and look it over A. J. Bankson, ticket agent, is very busy these days endeavoring to keep the place nice and clean. Go to it, A. J., our patrons like a clean place to wait for trains.

Roy Frantz made a flying trip to Minneapolis, Minn., a few days before Christmas. Roy says Santa Claus comes from the north and arrives there much sooner than at South Bend. We presume Roy was there in time to see him.

H. W. Sausaman was called to his mother's bedside on account of serious illness.

Mr. Eggert Liked

Walter Eggert, doing relief work at South Bend passenger station for the last few days, has become quite popular here with the traveling public, due to the fine service he renders and the pleasant smile he has for everybody.

Andy Culp, Freight Agent, South Bend, says his name is not Andy or Andrew. When asked how it all came about, he answers "Resemblance." He will be running for President on an independent ticket next fall.

Mr. Culp had a very prosperous new year—moved into his new bungalow in the beautiful suburb of Hazelton.

Miss Evelyn Knight, Cashier, spent a Merry Christmas with her parents at Butler, Indiana, and a very Happy New Year with relatives in Detroit, Mich., taking the coach to and from Detroit, a very enjoyable trip.

Weddings Hinted

Henry Toellner, Rate Clerk, has a new wrist watch for Christmas—Happy New Year, "Hank."

The Honorable Mr. Beck has a wonderful new black—mustache.

A little bird told us that the Night Rate Clerk, "Hank," is taking the final plunge on New Year's Eve. If this be the case we wish the youngsters much happiness

We are wondering if Charlie Chaplin made a shipment of freight from South Bend over the South Shore, as we notice all the boys are starting a Chaplin "cookie duster," including the agent.

The Christmas party at Hudson Lake was very much enjoyed by the South Shore families of South Bend.

Mr. James Rensberger, Night Trucker, is not lonesome now going to and from home. We wonder if another budding romance will bloom.

Traffic Department

C. L. Binger
Correspondent

Florida bathing beauties were given a treat during the past month, and the South Shore Line is responsible. Our own Johnnie Kilnowitz ceased all operations for two weeks and in company with his mother, sojourned in the balmy state of Florida. We have heard that he demonstrated his prowess as a swimmer to the delight of all the ladies present at the beach.

Johnnie tells us he doesn't drink "conversation water," but was curious to substantiate rumors of the "unvolsteadisticismess" of Florida, and broached the subject to one of the hotel men, with whom he became acquainted.

The Only Place

He asked the hotel man where a drink could be purchased. The hotel man took Johnnie by the arm, led him to the street, and instructed him something like this: "You walk three blocks south, two blocks west, the second house on the right side of the street; there is the only place where you can't buy it."

At New Orleans, a special squad of police was required to keep the fair young things away. Girls, have you ever noticed the twinkle in Johnnie's eyes? Do you blame anybody? Johnnie, our admonition to you is: Stay away from Hollywood, Rudolph Valentino's ghost will haunt you, for you, no doubt, have caused many of his old admirers to forget him.

Landlord Tips

A new way to get Rheumatism: Exercise—prescribed by Petersen—ask Jamie—'nuff said.

Ask Jack Fraunberg to tell you the one about the counterfeit ten dollar bill Jamie knows a good one about an English lieutenant and a hard-boiled sergeant-major.

Wouldst know how to get gray hairs about thy temples early in life? Become a landlord. For further information, ask our genial boss, Mr. Petersen. He wouldst a word with thee on this subject.

Trainmen

A. L. Mercier
Correspondent

It is said that Harold Dimmick gave a very pretty little girl a very nice diamond for a Christmas present Are you sure it is for Christmas, Harold? It won't be long now!

For the benefit of those who do not know, the new cabooses for freight service have arrived. If some of the freight brakemen pass some of you passenger men up and high hat you, you will know the reason.

Lady—Conductor, does this train run into the I. C. depot at 12th Street?

Conductor—No, ma'am, we miss it by two blocks.

Wahlen Married

Brakeman C. Platt went to southern Illinois to visit his mother over the new year and got snowbound. Well, C. P., you would have got the same thing if you had stayed here.

Collector Bolling says: "Married life is agreeing with me." Few more tips from a few more buddies and everything will be O. K.

News leaked out that Claude Wahlen took a wife. All the luck in the world, Claude.

Brakeman Langford, formerly on the L. C. L., is breaking in on passenger. He does not want to pass any freight station up without getting off to work—says practice makes perfect.

Brakeman Curtis claims to have the best radio in Michigan City. Said he tuned in on KYW one night and got in so loud it bent his loud speaker as straight as a pin.

Way and Structures Dept.

Jack Weber
Correspondent

In the recent snow storm the Way and Structures Department was 100% on the job. Mr. Mallon was stationed at South Bend, Fred Parker located at Michigan City, John Hubenthal located at East Chicago, E. A. Keeler was on the snow plow and Mr. Underwood was all over the line. Switches and derails were kept open all through the storm.

Mrs. Moore Ill

Everybody is sorry to hear that Mrs. Wm. Moore, wife of our Michigan City Section Foreman, is on the sick list. We hope to hear of a rapid recovery.

We wonder if Joe Salvato is going to give up writing poetry, now that he is becoming closely affiliated with the Legal Department.

George A. King who has been on the sick list since September 24th is back and feeling fine, so he states.

Dave Bennitt says he is going to fool 'em on serving him chicken, for when he gets his new set of teeth he is going to make up for lost time.

Wm. Moore at Michigan City sure has the system for getting Better Business tips; he just sits on the fence and catches them when they come by. It looks like Bill has been catching a few as we see his name as one of the prize winners.

Foremen Are Talkers

The question arises as to the necessity of having a Public Speaking class for the Section Foremen—judging from the talks by Messrs. DeHaan, Corcoran and others given at the Foremen's Monthly Conference at Michigan City, a body would hardly think so.

Mr. and Mrs Oscar Anderson are the proud parents of an 8½-pound baby boy born Friday, January 6th—the boy has been named Rodger Dean. Mr. Anderson is employed in the Bridge and Building Department as a mechanic.

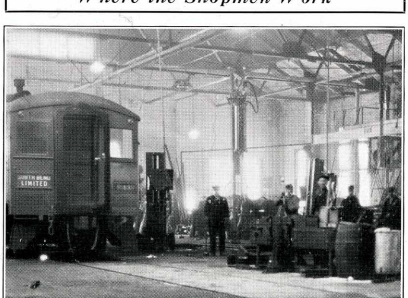
One of the annual surprises occurred on the 21st day of December, 1927, when Mr. and Mrs. G F. Klock of Evanston, Illinois, announced the engagement of their daughter Eleanore to our Mr. A. M. Boller.

Passenger Agents

N. C. Larsen
Correspondent

We welcome to our ranks Mr. D. P. Ferner, new Freight Agent at Hammond. Mr. Ferner came to us from the Soo Line, and Green Bay and Western at Plover, Wis.

Where the Shopmen Work



ALONG THE SOUTH SHORE LINE

We wish him good luck and success in his new position

"D. P." happens to be a cousin of "D. E.," our Superintendent of Passenger Transportation.

Another new face at Hammond is F. T Commens, Freight Trucker, who hails from Michigan City.

Wonder if Ticket Agent Larsen caught up on his sleep, while on three-day vacation. (By Request.)

Conductor Jack Faulkner is learning to be a plumber, just one frozen water pipe after another, at home.

Pillows Needed

Night Agent Timm would like the company to attach a Pullman coach on No. 39, Chicago to Michigan City. Either this, or Conductor Begeman to furnish pillows for the night owls.

Would like to know from I. K. Mummey, former Chief Clerk, Freight Clerk, Cashier, Car Checker, and Freight Trucker at Hammond, what the attraction is at South Bend that warrants a 10-pound box of candy for Christmas???

Freight Traffic Cops Handle World Products

By A. H. Kahl
Interchange Agent

Few folks know much of the Michigan City Yard Office. As a matter of introduction, we say cast your glance toward the west end of the Shops Yard and you will note a passenger coach of the old type. This houses the office established for the purpose of handling the carload business interchanged from and to the Nickel Plate Road. Before this office was opened in May, 1927, a total of from 200 to 500 cars per month was considered heavy. This figure, however, was beaten during the month of May with a total of 900 cars. In June, 1927, it was surpassed by a total of 12,650 cars handled, and July showed still another gain over previous records.

Art Kahl

Kahl In Charge

The office up to July was handled by Art Kahl, who is the agent in charge at present. Owing to the steady increase John Fraley was appointed to assist in the work. The number of cars handled during July grew to 1,700 and in August jumped to a high water mark of 2,300 cars for the month. As the business was growing faster it was necessary to add George Farrell to the organization, and from then on this vigilant trio was busily engaged in handling the freight traffic through this transfer. During September the flood tide was reached with a total of 3,600 cars interchanged between the two roads.

All Kinds of Freight

What does this business consist of, you say? It may interest you to know that 8 or 10 cars of crude iron ore came from Holland and are but a part of a shipload destined to the gas manufacturing industry to be used in the filtering process of manufactured gas; several cars of a consignment of coffee came from far off Brazil; dried fruits from the sunny clime of California; carload after carload of coal from the Virginia and Kentucky coal fields for industrial and home consumption; grain and grain products from the golden fields of the West and Northwest for human and animal consumption in the East; agricultural implements manufactured in the work shops of America for export to foreign countries; all these and many more are but a cog in the endless procession of commerce passing through this office, which is a part of the South Shore Line System.

How It Is Done

This business is handled with the aid of four 80-ton and two 50-ton electric locomotives which pull trains out of the terminal each day only to return with others in exchange for those they took out. A train of coal and merchandise is delivered to us at the connection and in 30 minutes or less is on its way to a western connection for cross country haul or for delivery in the Chicago district. The yard office fairly buzzes with activity 24 hours each day, engaged in the making of switch bills, transfer bills and train consists which must accompany each train. In addition to this data on each and every car there is recorded on forms for the purpose a daily passing report of cars handled, car record of movements and interchange reports to and from the Nickel Plate Road.

The men at this office would be glad to make your acquaintance at any time should you choose to call upon them. They are in fact the traffic cops of freight traffic passing through this transfer.

DIED IN SERVICE

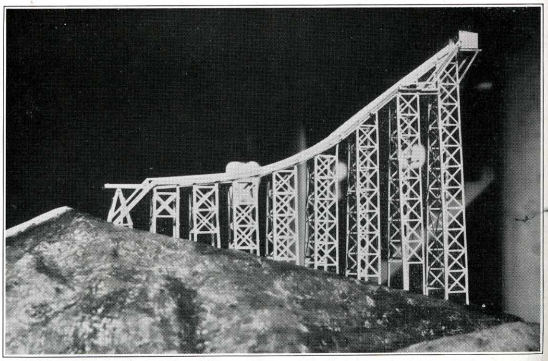
Joseph O. Stafford, who died as the result of injuries suffered in a line accident at Parson's Curve Sunday, January 1, came to the South Shore Line from the Illinois Central Railroad May 21, 1926, as a locomotive fireman, during the period of steam operation while re-electrification was in process.

Within a month, Mr. Stafford was promoted to motorman, and in the year and a half he served, he made many friends among both his fellow-workers and those to whom he reported.

Born near Hartsville, Tenn., in 1893, Mr. Stafford went into railroad work early, and left ten years' service on the Fulton and Hickman, Ky., districts of the Illinois Central with very high recommendations, to join our South Shore Line family. His death leaves as survivors his widow, Mrs. Lena Stafford, and two children, two and four years old. A brother, Otis Stafford, is employed by the South Shore Line as inspector in the Michigan City shops.

The Pantagraph records his death with a true sense of grief and respect.

Miniature Ski Slide at Outing Bureau



The Ogden Dunes Ski Meet, which is history now, was given additional publicity by this miniature ski slide in the window at 72 West Adams. The miniature was built by E. J. Fischer, under the direction of E. B. Stover, in our own shops, and is an exact replica of the big one—even to the dune.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 FEBRUARY, 1928 No. 2

AGENT WINS AS YEAR ENDS

BETTER BUSINESS CAMPAIGN
Prize Winners—Sixth Period

FIRST PRIZE—$100
E. H. WILLIAMS, Freight Agent

For greatest individual effort and success in originating and developing patronage.

SECOND PRIZE—$50
LOUIS KRIESEL, Conductor

Awarded for initiative and resource in finding possibilities of new business.

THIRD PRIZE—$25
HOWARD KROENING, Collector

For alertness and special attention to the acquisition of new business.

FOURTH PRIZE—$20
H. C. LARSEN, Freight Agent

For earnest effort and consistent effectiveness in producing new business.

FIFTH TO TWENTIETH PRIZE WINNERS

A. J. Bankson, Pass. Agt.	$10	K. Kimmel, Clerk Val.	$5
Carl Gehweiler, Cond.	10	N. C. Larsen, Pass. Agt.	5
A. B. Parsons, Motorman	10	W. C. Brink, Frt. Agt. Chi.	5
J. J. Walter, Frt. Agt. Chi.	10	C. W. Deardorff (deceased)	5
E. A. Keeler, Ass't Rmstr.	10	W. M. Lloyd, Clerk	5
A. J. Krueger, Pass. Agt.	5	E. J. Daigger, Frt. Agt.	5
Lila Thompson, Steno.	5	Wm. Moore, Foreman	5
W. C. Eggert, Pass. Agt.	5	L. V. Rawlings, Acc't	5

PANTAGRAPH FETE ON NIGHT OF FEB. 27

The questing noses of all PANTAGRAPH correspondents, long since trained to the trail of news and personal items, are to wiggle over steaming plates of roast chicken at the Hotel Spaulding, Michigan City, Monday night, February 27, 6:30 P. M. at the first annual PANTAGRAPH gridiron dinner.

E. R. Egger, editor of the HIGHBALL and the HIGHLINE, will be speaker of the evening, probably discussing company publications from the vantage point of long and worthy service in the work. Other visitors prominent in their connection with and interest in the PANTAGRAPH are expected to be present, and part of the evening will be given over to an open discussion of matters interesting to correspondents.

Gridiron Rules On

The gridiron feature will be in effect, and discussion will be conducted behind sealed doors, with each member under solemn obligation to repeat nothing of what he hears outside the precincts of the private dining

DUNES SLIDE TO BE READY FOR FEB. 26

Depending somewhat on the whim of the weather, Ogden Dunes Ski Club has planned to introduce to the public on February 26 its completed slide, the largest in the United States, featuring some of the greatest jumpers known to the sport.

Work was resumed the week of February 6, and as this is written the slide was well toward the final touches..

Trogstad to Ride

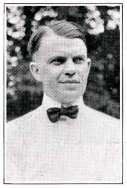
Among the jumpers definitely promised for this second meet are such famous ones as Lars Haugen, who set a new world record for type of slide at Westby, Wis., with a jump of 184 feet. Lars is a brother of the famous Anders Haugen, veteran champion now in Switzerland jumping for the United States in the Olympic tournaments. Anders wears the colors of the Ogden Dunes club.

The Hall brothers of Detroit, who long have figured among the topnotchers of skidom, will be there, also Trogstad of Norway, winner of the last Holmenkol meet at Oslo, Norway, the largest in the world.

E. H. Williams Takes $100 Award — Louis Kriesel Hits Again

Group Quota Beaten; Stover Turns Boosters Loose on Second Drive—New Rules.

The Sixth Period, bringing to a close the first year of the Better Business Campaign, throws the spotlight on E. H. Williams, Gary Freight Agent, who carried the $100 sweepstakes away from a swift field of contestants.



E. H. Williams

Louis Kriesel, veteran Conductor and Better Business booster, whose name has been among the winners many times in the past, earned second place in the roster, and will be awarded the $50 prize. Third prize, $25, goes to Howard Kroening, Collector, and fourth to H. C. Larsen, Kensington Freight Agent, who gets $20. The remainder of Sixth Period winners, sixteen in all, are shown in the tabulation on this page.

Agents Beat Quota

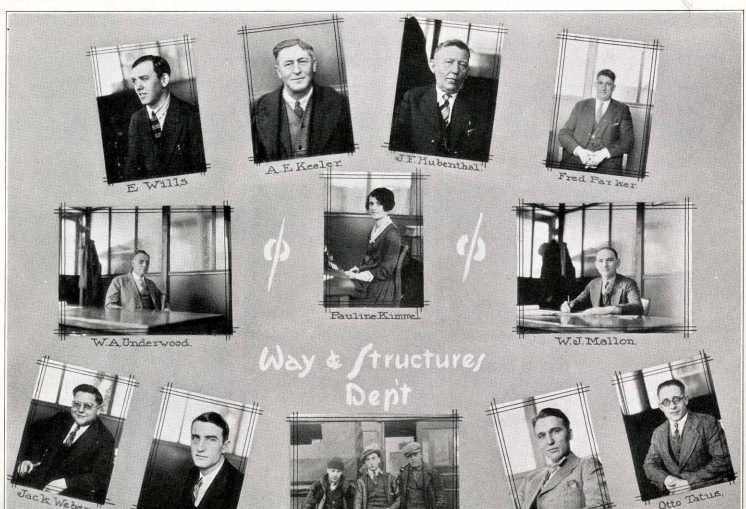
Quota standings at the end of the period showed Agents far in the lead, and far in excess of their quota. The table is given herewith:

Group	Per Cent of Quota
Agents	137.0
Electrical	53.3
Transportation	40.5
Ways and Structures	28.0
Accounting	25.7
Shops	10.0
Company Average	64.5

It was a whirlwind finish, according to E. B. Stover, Director, and a fitting prelude to the beginning of the second year, which is already under way. At a recent meeting in the office of C. H. Jones, General Manager, announcements were made regarding plans for the next year's program, as issued in bulletin form by Mr. Stover. High lights of this program will be:

Division of year into four periods — first period, February-March, inclusive; second period, April-July, inclusive; third period,

(Continued on page 2)



Ways and Structures, the hard-bit crew who wrestles s teel rails and special work all over the line under the genial guidance of W. A. Underwood and Jimmy Mallon, are before you. Always in the forefront of South Shore Line activities, they achieve this space at the instance of one of their members, Jack Weber, who, besides being staff photographer ex-officio of the PANTAGRAPH, is a first-class idea and layout man.

E. H. WILLIAMS TAKES $100 B. B. C. PRIZE

(Continued from Page 1)

August-October 15th, inclusive; fourth period, October 16th-December, inclusive.

Rearrangement of awards to following basis: First prize, $100; second prize, $50; next four prizes, $25 each; next five prizes, $10 each.

Rearrangement of teams according to departments with department heads as leaders.

Establishment of full credit for the initial sale of either form of mileage books, which has more "Better Business" value than commutation books; also credit for initial single ride.

Full credit on all party travel.

Another announcement of interest to all boosters is that in Mr. Stover's bulletin of February 8, that the first period will be known as "Special Tours" period. Accompanying it is a list of industries along our line from Chicago to South Bend which have generously co-operated with South Shore Line to provide sightseeing objectives for special party tours. Seventy-six of these points of interest are listed, any one of which would make an excellent day's study for a student class, study club or any other organization wishing to "See and Learn," which is the Better Business slogan for the period.

FOREMEN IN COUNCIL WITH TRACK WALKERS

Track walkers were special guests at the Foremen's Conference January 18 in the Michigan City Station. John Hubenthal, Roadmaster, spoke on the duties of the track walker, and responses were given by each man present.

Jim Mallon, Assistant Engineer, who is largely responsible for the formation of the conference, was invited by unanimous vote to attend all future meetings, as was Albert Boller, Field Engineer.

At the close of the January 18 meeting, Chairman Van Dusen instructed all foremen to bring their first men to the next meeting, February 15, the subject of which will be "Switches."

Those present included Guy Vandusen, J. H. Clemmons, Dave Bennitt, Harry Jenkins, William Moore, Sebe DeHaan, Mike Bitner, O. F. Harvey, Joe Salvato, S. H. Havens, W. J. Mallon, J. F. Hubenthal, E. A. Keeler, G. A. King, Elmer Will, Ralph Richardson, G. W. Myers, Eugene Hartman, W. Weatherbee, John Young, Charles Johnson, Jim Dukas, John Metallo and Marshall Crump.

JUNIOR RAILROAD ON SHOW AT SOUTH BEND

Our South Shore Line Junior, better known as the Miniature Railroad, is being displayed in the windows of the New South Bend Station beginning Monday, February 20, according to plans at this writing.

The exhibit this time will be supplemented by a picture folder telling the story in question and answer form of the little trains, designed to be handed out to inquirers by the operator in charge. Members of our South Bend family have been doing some heavy broadcasting of this unusual advertising feature among their acquaintances.

HOME OWNING ON BUDGET BASIS IS CHEAPER AND BETTER THAN RENTING

By C. Edward Thorney
Director Own Your Own Home Bureau.

EDITOR'S NOTE: *This is the first of a series of articles to appear in the* PANTAGRAPH *on matters of vital importance to those contemplating home ownership. Actual facts and figures which will be the basis of these home hints are furnished by the Own Your Own Home Bureau—a free service for all the public—with ground floor offices in the Edison Building at 72 West Adams Street, Chicago. Maintained by the* SOUTH SHORE LINE *and affiliated companies, the Bureau will be pleased to extend practical personal aid to those of you confronted with home problems.*

WHAT will you be doing 13 years from now?

Will you be the possessor of a pile of rent receipts or the proud owner of a deed for your own home and property? Will you be subjected to the restrictions of an apartment house or rented residence—or will you be puttering around a garden in the back yard of your home?

The answers to those questions are up to you. With equal effort and financial outlay, you can rent a place in which to exist or you can own your own home.

Cheaper to Own

Probably you will first ask, "Is it cheaper to pay rent or to assume the obligations of owning my own home?"

It is cheaper to own your own home. In the first place, regular rent receipts do not pay for a dollar's worth of ownership. Your money paid each month to the landlord gives him a fair return on his investment in your place. It's a cold business proposition for him as well as for you. Rents pay his taxes, insurance and wear and tear on his property.

An amount approximating the monthly rent, if invested in your own home, will pay for that home over a comparatively few years. Not only will it comfortably make possible a home of your own for all time but in rental terms the cost will be less than if you continued to pay for the privilege of living on the landlord's property.

Rent Receipts or Deed?

According to mortality tables computed by insurance companies, a man 30 years old may expect to live to the age of 65. Suppose you are that man and pay $67.50 in rent every month—in the course of your expected life, you'll put out about $28,350, with nothing to show for the small fortune but a stack of receipts.

On the other hand, we'll say you have $900 to pay down on a $6,000 home and lot—the balance to be paid monthly. You borrow $3,600 on a first mortgage and $1,500 on a second mortgage. The interest the first year amounts to $346.50; expenses and taxes over the same period approximate $210 and the payment applied on the original cost, the principal, is $253.50.

In 13 years, following this budget plan, your home and the property on which it stands will be your own. On a monthly basis you save $21.12—the balance of the payment considered rent paid to yourself, your own landlord.

Owner Has Status

The most important benefits derived by the home owner cannot be reckoned in terms of money. The renter must live in rental districts—the home owner has a wider range in choice of locations. He has no tenant restrictions which the landlord must impose for the renter's protection.

You have your freedom to come and go as you wish. Your home is your castle. You gain a sense of security and responsibility. Your credit is better and your social standing in your community is insured.

UNIVERSITY EDITOR INSPECTS OUR LINE

On February 2nd, John W. De Wolf, Editor of "The Technograph," technical magazine of the University of Illinois, visited and inspected the South Shore Line.

Mr. De Wolf, in order to make this inspection, left Champaign, Ill., on the morning of February 1st, and "worked" his way to Chicago in eight successive stages via automobile. He was met in Chicago by E. B. Stover, who escorted him thru the shops and general offices at Michigan City.

LOUDSPEAKERS WILL ROAR AS GRAY GANG ENTERTAINS SECTION

Uncle Bob of KYW To Be Principal Speaker; Better Business Winners on Program.

There will be considerable "loudspeaking" at the next meeting of Company Section No. 15, A. E. R. A., at the Michigan City Masonic Temple Friday, February 24, if members are to believe the Transportation Department, in charge that night. Every one is urged to come.

The event of the evening will be a talk in person by Uncle Bob of KYW, christened Walter Wilson, whose subject will be "The Secrets in Broadcasting." A microphone in the room will pick up the address and send it to KYW, where it will be broadcast and reproduced in a loudspeaker on the platform near the speaker, according to J. K. Gray, Superintendent and maestro of the show.

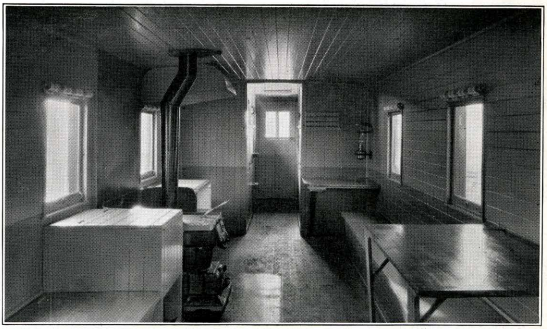
Fun Is Planned

Assistants in the Transportation Department will give talks, and "mystery" entertainment de luxe is on the bill. At the conclusion, Better Business awards, as announced in this issue, will be given out to the enterprising ones. Dancing will begin at adjournment.

At the January 27 meeting in Marquette Hall, Michigan City, department heads recited the achievements in their fields during 1927, and the section passed a resolution on the death of J. O. Stafford. The attendance was 150, the temperature at zero.

Entertainment features were particularly good.

Inside the New Cabooses



This is an interior view of one of the four new cabooses recently put into service by the South Shore Line to help handle its rapidly growing freight business.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

Vol. II. FEBRUARY, 1928 No. 2

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

The Dunes for Recreation

There is talk of turning the energies of Indiana and Illinois toward building a great recreation center along the southern shore of Lake Michigan. The old wild Dunes, romantic with echoes of the tread of British boots at Little Fort Creek in 1780, of the bustle of City West, the town that failed its destiny, of strange "Diana of the Dunes," whose homesite is still visible,—the old wild Dunes are to be dedicated to a new era of playmaking.

It will be easy for many frequenters of Duneland to become sentimentally aroused against this change, if it comes. They, for the most part, want their haunts to remain wild, simply a refuge of birds and a natural culture ground for plants of a thousand varieties. The peculiar beauty of these mighty sand hills, the fascinating mystery of their beginnings and ends, they will say, must be preserved against the trampling of the mass.

It does not always seem to follow, however, that because the people throng to a chosen wild spot, the wildness must be lost. The National Parks of the West annually receive hundreds of thousands of tourists. With their modern, elaborate hotels and camps, and their organized transportation means, they smack strongly of civilizaation in small, localized areas, it is true. But the great mountain wildernesses of the Parks remain, and will always remain, undisturbed. Careful supervision is the reason for it, and careful supervision is quite possible throughout the Dunes territory.

Unquestionably there is a mounting mass pressure in the Chicago Metropolitan Area. The pavement millions must have place to play. Duneland, with its miles of tree-covered hills and glades, its magnificent beaches, its convenience and accessibility to Chicagoans, is going to offer probably the best recreation outlet. If the crowds are to come down the south shore line for their outings, to picnic, swim or romp in the woods, then give them the facilities and comforts they need to make a pleasant holiday. There is plenty of room for all in the Dunes. Adequately supervised, the people will not spoil their finest playground.

—Suggested by F. A. Barr, Supervisor of Freight Agents.

Why the Better Business Campaign?

Every normal man and woman is constantly conducting a Better Business Campaign in his or her behalf in an effort to obtain better position in life, to avail themselves of the finer material things and in general to be a credit to themselves and to their families. Most of us spend a lifetime trying to attain this goal.

It is not beyond reason that a corporation composed of people of this caliber should also strive to better itself and endeavor to rise to a place of prominence in the community with the resulting benefit to itself and its family, or employes.

Unconsciously, we of the South Shore Line go about our daily work with Better Business as a goal. In the final analysis we do not maintain our rails, overhead, cars and stations just to permit trains to operate from one point to another. We do it to render a swift, safe and satisfactory transportation service to our patrons. Thus the traveling public and freight shippers, being pleased with our service, continue to patronize us and advertise our facilities to their friends.

The Better Business Campaign, as an employe activity, provides incentives for us to go out and interest the public in our superior service. It enables us to register our loyalty to the company more concretely than with plain words. Loyalty is measured not by words, but by deeds and actions.

Why the Better Business Campaign? To foster and promote the welfare of our company—to register our loyalty—to affirm our faith in our organization by putting our shoulder to the wheel, one and all.

—Suggested by C. G. Scuffham, Chief Clerk Transportation.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

ALL RIGHT—WHO'S NEXT?

Here is one that "Tunk Hill told me the other day, on how he used to put down torpedoes when he was a flagman. The train was going twenty miles an hour, he would get off on the head end of the caboose, put down two torpedoes and get back on the rear end of the caboose. Now if anybody can beat that I would like to hear from them.

—Louis Kriesel.

! ! !

THE RED BALL FREIGHT

Telephones buzz, we answer the ring,
We take the receiver off the old thing;
Dispatcher's announcing we're called for eight,
A train of coal. It's the Red Ball Freight.

We gather at the yard, one by one,
All good-natured and full of fun;
Powers and Fay, Harman and Klue,
Determined to take the Red Ball through.

We ask the "Mud-hop" what cars we get;
We know it's plenty, you can bet.
He tells us then, there's twenty-eight,
They are all down on the Nickel Plate.

We make up the train, as we always do,
Get the cars together, the caboose too.
We have two engines, "Ike and Mike"—
They act together, but not alike.

We get our orders, which give us right
To start our trip into the night.
Fay whistles off, and gets a high-ball
From the red caboose, behind them all.

Up through town, over York Street Hill,
'Round Cedar Street Curve, that's a thrill;
Down by the depot and out of town,
Westward we go, with Klue the head clown.

We clear all trains we are to meet
For six long hours before we eat.
The chef, in overalls, cooks the meal
As we spin along on a wicked wheel.

We next head into a passing track,
Fay and Klue walk all the way back
To the red caboose at the extreme end;
To miss their eats they don't intend.

Eats are over, it's time to go.
Klue goes ahead, the switch to throw.
Unlocks the lock and opens the gate—
We're off again, with the Red Ball Freight.

—Brakeman L. C. Harman.

! ! !

Public Speaking Prof.: "That was a very good talk, young lady; you forgot you were a girl and spoke like a human being."

—C. H. Ludden.

! ! !

The Old Spinster—"Has the canary had its bath yet?"

The Maid—"Yes, he has, mum. You can come in now."

—Geo. Gensch.

! ! !

The train halted for a moment at the station and the traveler reached out, called a small boy, and said: "Son, here's fifty cents. Get me a twenty-five cent sandwich, and get one for yourself. Hurry up!"

Just as the train pulled out, the boy ran up to the window. "Here's your quarter, Mister," he shouted. "They only had one sandwich."

—Safety Bulletin.

! ! !

Heard around the Mechanical Department Office.

Ray: "My front tooth is loose; knocked it against the steering wheel."

Steno: "No—not really!

Ray: "Yeh, dontcha believe it? Wanta try it and see?"

—W. M. Lloyd.

! ! !

February, Leap Year! We dedicate this issue to our bachelors. There is nothing more we can do for them.

—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

O. H. Hansen
Correspondent

Miss Grace Jones, Stenographer in the Passenger Revenue Department, has resigned her position, and returned to her home at Muskegon, Michigan. If the news we hear is true we wish Miss Jones much happiness.

Miss Lillian Meyer entertained her bridge club Wednesday, January 26, most of the guests being girls employed in the South Shore General Offices. Honors of the evening went to Mrs. Florence Hartwig and Elsie Costello. Miss Meyer was formerly employed by the South Shore.

Changes Recorded

Alphonse Timm, who has been ticket clerk at the Hammond, Ind. station, has been transferred to the position of clerk in the Payroll Department at the General Office.

Miss Dorothy Bingamon, who has been employed as clerk in the Passenger Revenue Department, has been transferred to the position of Stenographer.

Miss Hazel Mell, who has been employed as clerk in the Payroll Department, has been assigned duties in the Passenger Revenue Department.

Misses June Mader, Rose Mentag, Esther Peters, Irene Gottshaw, and Mrs. Mabel Faeber, attended the matinee performance of "Just Fancy," in Chicago, Saturday, February 4.

Kluger Is Bachelor

Kenneth Kicksish, who has been employed in the Passenger Revenue Department for the past year, has been promoted to the position of Stores Accountant. Kenneth's many friends at various Illinois Central suburban ticket offices will no doubt miss him.

Mrs. Elmer Kluger, wife of our smiling Traveling Freight Auditor, spent a week visiting relatives at Detroit, Michigan. Elmer tells us that he "batched it" while his wife was away.

George Segnitz is now residing at 404 Butler Street, having moved from 1304 Wabash Street.

Mr. Albert Harbaugh has been off duty on account of having a little trouble with his eyes. We hope it is nothing serious.

Concessions

Florence Barney
Correspondent

Anna Drolema left Monday for a three week's vacation to Muskegon and Detroit, where she will visit relatives and friends. We all miss Anna, and sincerely hope she is enjoying her vacation.

Emma Kohl is taking Anna's place—we like her very much.

The Concession now has two new relief girls, both from South Bend. They are Ramona Ervin and Glenn Sheetz. We are glad to have you with us, girls.

Roller Skates Needed

The South Bend Concession girls are proud of their new station, and we can't blame them a bit, for it's all beautiful, shiny and new. The only trouble is, we greatly fear roller skates will be necessary in order to get from one end of the counter to the other in time to wait on all customers.

Louise from Tremont took a couple of days leave to Benton Harbor to attend some business affairs of her own.

Dining and Parlor Cars

L. J. Hile
Correspondent

Lest you forget, we remind you that this month marks the birthmonth of the South Shore Dining and Parlor Car Service and there is no need to relate that it's first year was a great success. And we intend it shall continue to be a success year in and year out insofar as the employes of these departments are concerned. Once in a great while the service is disturbed on account of bad weather or unavoidable accidents, but aside from this the cars run as scheduled, and the meals as advertised "none better."

Few changes have taken place since the last issue of the PANTAGRAPH. Waiter Charles Martin had the misfortune to lose his wife recently and the sympathy of everyone is extended him in his bereavement. Mr. Speed and the employes of this department sent a beautiful bouquet of flowers and Mr. Martin has expressed his sincere appreciation of this very lovely thought of all concerned.

New Steward Welcomed

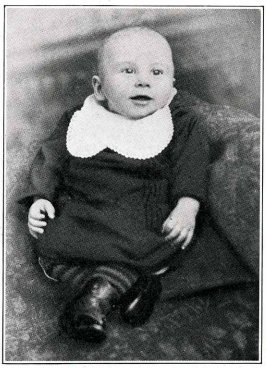
Waiter Garrett also had the misfortune to have his wife meet with an accident while alighting from a street car, but he says she is improving nicely and expects to be out again soon.

Steward Hile and Bennet are still on the job pleasing everybody as usual in the way of good eats.

Steward Blyth has left the service and has been replaced with William Muller. We are confident that Mr. Muller will prove he can satisfy the tastes of the most fastidious when it comes to appetizing dishes. We are a big co-op family, Mr. Muller, and if there is anything you want in this respect don't hesitate about asking for it. We are glad to have you with us, and good luck.

Our supervisor, Mr. Speed, is continually striving to better the dining and parlor car service, if this is possible. In order to do this the co-operation of the various departments is necessary. We have had wonderful help in this respect in the past, but the writer wishes to make a suggestion to all concerned. Where diners or parlor cars are involved in any difficulties please notify the Dispatcher at Michigan City, or if in the Chicago Terminal District, phone Plaza 3979, where you can get in touch with Mr. Speed at any time. He will instruct you as to disposition of crews. In doing this, you will, in addition to keeping him advised, save the company considerable expense for overtime, and he will appreciate it.

Do You Know Him?



He doesn't wear a bib and tucker now, but if you look closely you may catch a glimpse of striped sox, on Sundays and holidays. The first reader to identify him among our South Shore Line family will be awarded this space for his or her baby picture next issue.

Electrical Department

W. M. Lloyd
Correspondent

No marriages, births, sickness, accidents or deaths in the Electrical Department this month. A very quiet month indeed.

Charles Ludden is again driving his Chrysler to Michigan City regularly three or four nights a week. Look around Cedar Street curve most any night and you will see it.

Some time ago B. L. Smith was host to the maintainers at a six o'clock get-together dinner at the Spaulding. After eating every thing that the management gave them a chance at, some of the problems that come up in the day's work were discussed. Every one agreed that the dinner was a success and no doubt there will be another in the near future.

Hook Ball Coming

Merle, better known as "Murky" Aldrich and ye correspondent are secretly developing a new hook ball to use against the General Office outfit the next time they meet the Electrical Department at the Palace Alleys. While it is not fully under control yet, they expect to have it sufficiently tamed by that time to do considerable damage.

The telephone crew advise that they are so busy working they haven't had time to do anything that might be classed as news.

Of course Irene still goes to Hammond five nights a week and it looks as though John Tiewire might lose his oldest daughter some of these days, but we thought every one knew that.

Charles Ludden reports that while in Matamores, Mexico, the Street Railway was forced to cease operation. The horse died.

Ben Takes Platform

Ben Smith has taken up lecturing as a side line. He recently visited the Indiana Harbor High School where he gave an illustrated talk on signals and motor cars of the South Shore, using films prepared by E. Bertram Stover's Better Business Department. We hope Earl forgives us for betraying his middle name to the world.

The other day Ludden was reading a letter from Texas when a blonde young lady from the accounting department approached and inquired if he had a letter from his girl friend. "Sure, from the one in Texas," says Charles. "Oh! but I thought she was from the South," says the blonde young lady.

Ralph Osborne says he feels like a reincarnation of his ancestors that lived in trees, every time he changes the lights on top of the draw bridge.

Kelley Fetes Engineers

Pete Mitchell, Frank Scrivnor and the line crew are all charter members of the Gary chapter of Billy Goats. The line crew is filled with "BAH'S" and bleats, but no power on earth can make them tell what the mystic symbols OKMNX stand for, not even the offer of a drink.

John Kelley recently proved himself a perfect host when he entertained several of the engineers at a six o'clock dinner complimentary to Al Boller who is soon to be married. After a delicious dinner, Al was given a great deal of spiritual and moral advice and some of the married members told him how to get out at night. Al took it all in and no doubt will make good use of it in the near future.

General Offices

M. J. Naughton
Correspondent

So many things happen in two weeks. Want to know to what I particularly refer? A budding romance right out in the open, in the "big room" in the General Office building. Throwing notes clear across the room (a la school days), sitting cuddled down in the bucket type seats in the car totally oblivious of every one—and who may they be? Nuff said.

They opened the window and in-flu-enza—in other words ye correspondent has had a tussle with one of those back-breaking, side-aching chills and fever sieges, and even now

ALONG THE SOUTH SHORE LINE

just look how puny I am. But any one who has never been sick has missed a lot.

To Friends In Need

When you are "down on the flat of your back," blue, discouraged, and wondering what the use of living at all is—and presto, comes along a bunch of your friends, and others too, whom you thought did not care especially for you, with their smiling faces and good wishes cheering you up—and then their material cheer in the form of flowers, plants, fruits, books, cards and general good nature to help you get well—it makes you take a firmer grip on yourself and want to get back with the old crowd again. Oh, this is a good old world after all, and this morning the sun is shining on all sides of the dear old South Shore office. MJN wants to thank you all for helping her get better.

Another Romance

Ray Glassman, the young man who is proving such a valuable assistant in the Mechanical Department, is very quiet and unassuming. But he is not a believer in the old adage that "in the spring a young man's fancy lightly turns to thoughts of love." He is stealing a march and using cold old winter time instead. And fellow-clerks, right under your very noses, the most romantic office affair is growing. Three guesses, who is the other party?

Ray in "Hooze Hoo"

Hustling Raymond Gale Hotchkiss, director of the Car Accounting Department, is one of the coming young men with the South Shore. Mr. Hotchkiss has only been in charge of the department for the past seven months, but has produced results that are amazing. That boy has never watched the clock, and has the interests of the South Shore at heart—no matter where the trouble is Raymond is Johnny-on-the-spot ready to lend a willing hand. Co-operation is his middle name. Watch him grow.

Mechanical Department

A. C. Tews
Correspondent

I believe the item which follows to be the most important one in this department and therefore it should head the list. Inspector George Clark took one of the most important steps of his life recently when Miss Alberta Geier, formerly of Remington, Indiana, and he were married. The ceremony took place in December, but not until recently did it become generally known.

Mr. Clark has been in the employ of this company for about three years, about two and one-half years of which time he worked at Gary Terminal, leaving the Company for a short time, after which he was re-employed at Randolph Street Terminal as an Inspector.

I know the "South Shore Family" will extend its most hearty congratulations to both Mr. and Mrs. Clark and welcome them at their gatherings.

Inspectors Move

Several changes have been made in personnel. Mr. Owen Hurley requested to be transferred to Gary to a "Day Lite" shift. This caused Geo. Sydow to move to Randolph Street and J. Wendall Mark to be promoted, in place of Mr. Hurley, as an Inspector.

Mr. John Ray has been transferred from the shops to the Freight Car Department as Freight Car Inspector and Repairman. Mr. Ray has had experience in this field on the Pennsylvania Railroad for a period of thirteen years, working at Logansport, Ind., most of this time. He will be another of "Capt. Kidd's" crew.

New Employees

Several new men have been employed in this department since the last issue of the "Pantagraph." They are Charles Cook, Albert ("Ben") Krueger, Henry Benford and George (Doc) Helms. By the way, Mr. Helms had the misfortune sometime ago to break his leg and now that he is able to move about slightly, has taken temporary employment in this department, which will make the time pass more quickly and seem to shorten his convalescent period, after which time he intends to resume his duties as Motorman.

First Aid Team

The shop First Aid team consisting of Lester Rudnick, Anthony Knoll, Geo. Kinney, Frank Silakowski, Earl Atkins and John Inman, advise they promise to give plenty of "attention" to any other team should they try their "wares" against them.

The shop is buzzing with work. There are approximately twenty major jobs to be done in connection with regular maintenance and inspection.

Sick List

We still have three men who are not on duty due to illness. They are Edgar Kendall, Edward Fargher and William Knoll. Addresses of these men can be secured from Mechanical Department if any one should have the opportunity to visit them.

"Mack," our Armature Room Foreman suggested, at one of our Safety meetings, that there be less noise in the east end of the shops, and ever since, "Ole" Krueger has been so hoarse he can't talk out loud. Needless to say, there has been considerably less noise.

"Misery Loves Company"

Leap Year—and can you imagine "Les," our Sheik Machinist, being the first victim? Yes indeed, Lester said yes, and immediately bought the necessary token to bind the agreement. And isn't it a shame that our bowling team has to lose its star performer? Les will never be out again Monday night, or any other night. It is reported that when "she" popped the question, Les, who is an expert first aider, hugged her so tight, he sprained her shoulder, but of course, repaired the damage and the incident was forgotten. Congratulations, Agnes, I'm sure Les will be a model provider.

H. Rojahn is now running a first class pool parlor on East Michigan Boulevard?

Princess Pat

This young miss, Patricia Anne Schopp, aged two, ranks 100 percent in the estimation of the Kelley family, with whom she will make a long visit in the near future. Who are the Kelleys, you ask? Why, charming blue-eyed Marie Kelley of the Better Business Campaign—the girl in the Ogden Dunes Ski folder—and the only girl in the South Shore who has never missed a class at the Public Speaking Course—and by the way, Marie has made more speeches than any male attendant. And the other Kelley is none other than John Kelley, Chief Draftsman of the Ways and Structures Department. Judging from the above snap-shot, Patricia inherits the Kelley trait, "laughter in her eyes and blarney on her tongue."

—M. J. Naughton.

Passenger Agents

N. C. Larsen
Correspondent

We see plenty of changes in the ticket offices on the west end. A. Timm, Night Agent at Hammond, has been transferred to the General Office force; Mr. Geo. J. Reiser of Michigan City comes to take his place.

J. Callahan, Night Agent East Chicago, has left the employ of the company, F. G. Ransom, former Collector, taking his place.

Mr. Eggert is acting as part time Agent between Gary and Michigan City. Hard for him to tell if he is coming or going.

Hegewisch sends us news that Jack Haney, General Freight House man and bill poster for the Company, who carries more titles than a crown prince, had another added to his collection (that of "grandpa").

Bob Corbin of Hegewisch, who hails from Tampico, Illinois, just can't get on to the ways of the Windy City. Says he will have a lot to tell the boys back home, by heck.

Overheard at Hegewisch:

Polish Passenger—"Thisa train stop on the Hammond station, Joe."

Agent Hegewisch—"Hope not, I know the agent there and would hate to see him get hurt."

Mr. Krueger, our well known Michigan City Agent, has returned from his vacation, and last but not least, A. J. Bankson has been too busy at South Bend to give us any news this time, but plenty next.

South Bend Terminal

C. W. Veach
Correspondent

We are sorry, indeed, to lose Mr. R. E. Frantz, Traffic Representative, from South Bend, but at the same time are glad to see this deserving young man move into a more important position. He took up his new position on February 1st, that of Commercial Agent for the South Shore Line, traveling in the eastern territory. Best wishes to you, Roy.

Were you present at the formal opening of our new Passenger Station at South Bend on January 28th? We had splendid music and lots of flowers, each visiting lady receiving a carnation. We have heard many favorable comment on the beauty and spaciousness of this model station, and are all very proud of it. We know the patrons of our line will find it to their comfort and convenience.

Photographer Late

A newspaper photographer came over to "shoot" the crowd, but didn't get here until 10:45 P. M., owing to his engagement at the Notre Dame-Michigan State basket ball game which ran three overtime sessions on account of tie score. By that time most of our crowd had gone home and in order to make the picture appear well, we had Mr. Sansaman stand in a position where he would be easily discernible. Now, don't you wish you hadn't gone home so early? We estimate about 1,500 people visited the station during the evening.

Tony Sobechi, Chief Inspector at South Bend Terminal says, "Just as soon as I have one dozen children, I will have their pictures taken for the Pantagraph. I've eleven now."

Charley Has a Job

Charley Harris, Porter at South Bend Passenger Station, has discovered that there are plenty of square feet of plate glass, floor and brass hardware to keep shining. Charley says it is necessary to leave the broom in the middle of the floor when called away from the sweeping job, in order that he will know just where to begin when he returns.

ALONG THE SOUTH SHORE LINE

W. J. Mummey, who held the position of chief clerk to the freight agent at South Bend for some time, has been transferred to the agency at New Carlisle. His brother, Ira K., from Hammond, has taken his place at South Bend. Mr. Mummey says that he intends to take up farming as a hobby now that he is out in the "kintry."

First Aiders Finish

B. H. Briggs and W. J. Mummey, from the freight house, have finished their work in the First-Aid class, and say that they are "all set" for the big feast. At least they have learned how to adjust a sling so that it feels pretty comfortable. Prove it by the cashier.

James Rensberger, Night Trucker, is the proud possessor of a brand-new Ford roadster. When asked if he thought the school teacher would be pleased with it, he replied that if she wasn't he'd get another one. And he didn't mean automobile, either.

Mr. Culp and the Chief Clerk like to walk—that is, when they have to. Recently, while riding home from work, they must have gone to sleep on the interurban. Anyway, they forgot to get off until they had been carried almost two miles past their station. And that isn't all, they had a big basket of groceries to carry back. It made them so "peeved" that they wouldn't even walk on the interurban tracks.

Mrs. Culp Incapacitated

We are sorry to report that Mrs. Culp is unable to use her right arm, and hope that she will regain the use of it within a short time.

Miss Evelyn Knight, cashier, was absent from her post for several weeks for the first time in her two years with the South Shore, excepting vacation, on account of illness. Miss Minnie Schroeder, from Hammond office, took her place.

Sports

Geo. Gensch
Correspondent

The following is a standing of teams in the South Shore Bowling League after 39 games bowled:

Teams	Won	Lost	Tie	Pct.
General Office	28	11		.718
Engineering	25	14	1	.658
Electrical	16	22	1	.421
Shops	8	31		.200

Pipher of the General Office Team is going big lately, leading the league with an average of 174.1.

Big Scores Made

Our bowlers seem to be hitting their stride these days. Look at some of the following high games if you don't think so: Mitchell, 261; Pipher, 255; Boller, 232; Gensch, 229; Cook, 221; Shellenbarger, 212; Scrivani, 211; Katzenburg, 209; Kimmel, 209; Mallon, 201.

If any of our bowlers should desire some real inspiration we would advise taking a peek at Mitchell's game of 267 and then try and beat it,—yeah, just try!

High single team game honors belong to the General Office team for rolling a game of 1,022. High team average for three games is also held by the G. O. for their efforts in collecting an average of 967.2.

Paging Mr. Winegar

Winegar, some of the boys have been inquiring as to whether or not your bowling on the night of January 30th was a sign of your getting back to normal. Show them what you have got in that old arm, Frank—we are all pulling for you!

It is hoped that the Shops Team can get some of the dark horses which they have over there, out to bowl. We have been informed that there is some good alley material in the Shops, but that they cannot be inspired enough to get out. If some of these fellows only knew the amount of fun they are missing, it is most certain they would be there. Ask any of the boys who bowl, they will tell you about the good times we have.

Girls Show Pep

The girls are showing great enthusiasm in bowling. For their first night there were only 8 or 10 girls who participated. However, last Tuesday night, January 21st, 19 girls turned out to bowl at the Marquette Alleys. Reports around the office are to the effect that they certainly enjoy the sport.

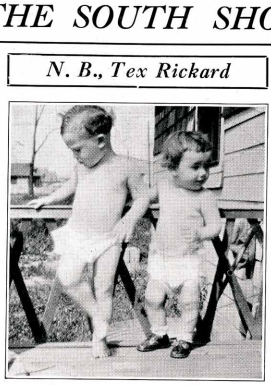
Averages were very low at the beginning, but each week has been showing real improvement. The highest individual score to date for a single game was made by Hazel Mell, a total of 120 pins.

Beat Century

Several of the girls are proud of their accomplishments, namely, of having gone over the 100 mark. This has been done by M. Rawlings, R. Mentag, J. Maeder, F. Hartwig, M. Farber and H. Mell.

There are rumors to the effect that the girls are about to take on the men's team which was referred to earlier in the season. There should be no doubt about their being ready for this competition as a number of them are consistently bowling around the 100 mark. Several of the men bowlers would themselves be proud of such scores. (We refrain from mentioning any names.)

N. B., Tex Rickard



Brakeman A. L. Mercier, who answers to the name of "Frenchy" among his confreres, presents these testimonials to his private designs on the heavyweight championship of the world, and the Atlantic City beauty pageant. He writes, "Just another opponent for Gene Tunney—now holds the heavyweight baby crown. Junior and his sister, Lois Jean Mercier—a pose of the champion with his sparring partner."

Traffic Department

C. L. Binger
Correspondent

Can any man, whose eye this reaches, suggest an aid to Dwight Wood for that tired feeling? We notice Dwight is getting flat footed, and he is acquiring the habit of humming "Rock-a-bye-baby" in that somnolent sort-o way that only those men endowed with the gift of newly acquired paternal benevolence can appreciate. We understand the new relative at Dwight's home is up and at 'em from twelve to four (every morning).

Vacation time came at Jamieson's home, and then the clarion call of a tired bizness man, What to do! Where to go!

Mrs. Jamieson suggested the east, jolly old Boston, the land of pig and beans. Jamie looked the map in the face, as it were, with a yearning glance at Florida, a desire for sunshine, moonshine and tall stately palms.

The Jamiesons Arbitrate

They debated the thing pro and con, and finally arbitrated. They went to Boston. It was necessary for Jamie to carry a couple of balls of yarn with him, in order to find his way back to the hotel after leaving it. Sort-o a la "Alice in Wonderland." From Boston to Montreal, where the cauld blast from the sea came in via the St. Lawrence gateway. We knew when he landed in Montreal. We received a code message here at the office viz: SOS BVD TDT RED FLANNELS PDQ.

Jamie related an instance of embarrassment while in Montreal. He walked up to a familiar looking old chappie, and accosted him thus: "Oh theah Brown, ole deah!" The man quite perturbed, replied "I beg youah paddon, the name is Effingham."

Al Makes a Dollar

The intra-departmental, intercity bowling tournament was a big success for Mr. Oberfell, who was victor over Dwight Wood. Ask Al how to make a dollar real easy.

What causes a man to begin bad habits all over again at the age of somebody we know? That isn't the worst of it, he's smoking Camels.

'Twas a nice party you had at South Bend, Mr. Oberfell, and Dwight is taking a correspondence course on the subject of "Bowling."

Trainmen

L. Kriesel
Correspondent

The writer has heard of a number of good stories, one I remember in particular of a man riding on a bicycle and falling asleep while riding. He rode four miles past his house only waking up going down a hill on account of pedaling so fast. So he stopped and turned around and went home. That's not so bad because that's liable to happen to anybody.

Trainmen Pass Tests

The trainmen had their examinations on the "Book of Rules" last week. All passed one hundred per cent. In one of the examinations it was discovered that Doc Thayer had a whistle on the Wabash that could be heard 22 miles.

Conductor Harris and his wife attended the opening of the South Bend Station.

A. L. Mercier
Correspondent

Brakeman "Stormy" Hack announces he will compete in the next ski meet held at the Ogden Dunes. He is now practicing at the slope on the east end of the Kensington Freight Platform. Stormy is sure he will cop first prize.

The Three Musketeers got broken up, due to the fact that Brakeman McNulty and Motorman Shepherd have left the South Bend Freight.

Brakeman L. Harman was called to England to give the Prince of Wales' chef a few lessons on how to cook. When it comes to a first class cook, brother Harman won't take a back seat for any of the bunch. If any doubt, just ask Motorman Milhous. Also Mr. Morrison has a special invitation to dine with the boys.

Collector Stachen said there was only one thing wrong about this winter weather—he and Sanovic can not go fishing.

The sheik of the South Shore, better known as Frankie Field, was heard singing a little ballad entitled, "I've a Longing for You." Who is it meant for, Frankie? A little girl back in the old home town?

By Brakeman L. C. Harman

Smilin' Smith has a mustache, but without an amplifier or a detector it would be hard to find.

When asked about his "Shover-Lay," Brakeman Klue said he could get 80 miles an hour, 40 ahead and 40 sideways.

A. C. Hoffman has a Star coach with this sign on the rear end, "We don't have to Whippet."

Collector Bowling forgot to throw the papers off at East Chicago two consecutive days and on the third day forgot to get off himself.

For information concerning tire trouble, ask Brakeman W. W. Samuels about the day he had nine flat ones.

Collector W. W. Ward claims most of his railroad experience was on the freight trains. And How!

Brakeman C. J. Curtiss, is bigger, broader and rounder, after every trip on freight. Do you suppose it could be from the work?

ALONG THE SOUTH SHORE LINE

It has been rumored around that Conductor Kubsch and crew will eat on their Caboose. Sparky will do the cooking.

Brakeman McNulty wants to get married, but he doesn't know which one will have him.

And Stormy Hack has run around and been run around by so many crews that he was eight hundred and eighty-eight miles short last pay.

Way and Structures Dept.

Jack Weber
Correspondent

L. E. Bantz thought his wife needed a rest so he took a vacation last week. Although Lloyd said he slept until noon every day, he did wash a few dishes.

J. F. Hulsenthal is a busy man now. John is getting ready for the 1928 construction season. Ties are now being distributed along the line, and will be placed in track very soon.

Mr. and Mrs. W. A. Underwood left for Los Angeles, California, February 4th for a vacation and visit to Mr. Underwood's parents. Mr. Underwood picked a nice warm climate for a vacation and we all hope he enjoys himself. In the absence of Mr. Underwood, Mr. W. J. Mallon has been kept busy getting the work started for the coming construction season.

A few weeks ago, Charles Ludden was a little gloomy, but lately his gloom has turned to joy. We are wondering why. He always picks out one certain seat in the train going home at night.

Thief at Work

An unwelcome guest visited Mike Bitner's section house when no one was at home and took many personal belongings of the section men. This guest better not return for Mike is pretty mad about it.

The new side track for Frey Bros. Lumber Company is now under construction. This side track will be completed soon.

Mr. Fred Parker, Foreman of the Bridge & Building Dept. has been busy for the last two weeks at the South Bend Merchandise Station at the terminal. When this station is completed merchandise can be distributed with greater rapidity and economy. It is also more centrally located for South Bend shippers.

Frederic A. Mitchell and James H. Speers are two newcomers on the Accounting side of the General Office. Mr. Mitchell comes to us from the Midland Utilities company, where he has been accountant for the past three years. Mr. Speers is from the Shore Line Motor Coach company and has joined the staff of the Auditor of Passenger Receipts, your correspondent. Both men expect to establish bachelor quarters in Michigan City soon.

—O. H. Hansen.

ANNUAL BANQUET FOR FIRST AIDERS FEB. 23

Fifty-three South Shore Line First Aiders, graduates of classes conducted the past year under the direction of W. W. Clemmons, Safety Engineer, and instructed by D. F. Whitelaw, Jr., Director of First Aid, will attend the Sixth Annual Dinner for First Aid classes, in the grand ballroom of the Palmer House, Chicago, February 23.

First Aid graduates from the Rapid Transit, Chicago Aurora and Elgin, and North Shore lines also will be present. According to plans there will be no speakers' table, but all First Aiders are to be introduced following the banquet, and presentations of the Britton I. Budd Medal for the Saving of Human Life will be made.

Since the dinner is scheduled for 6 P. M., those who attend will want to plan on leaving not later than Train No. 22, out of South Bend at 3 P. M., into Chicago at 5:30 P. M.

DIED IN SERVICE

Charles W. Deardorff, who numbered among his friends virtually everybody on the South Shore Line, died Sunday, February 12, at the Clinic Hospital, Michigan City, of injuries suffered while on duty at Baileytown the day before.

Mr. Deardorff, or Charley, as everybody called him, came to the South Shore family from the Winona Electric as an inspector helper November 27, 1925. In the succeeding months and years he worked his way up through the grades of Collector and Brakeman to Conductor, his experience including both freight and passenger work. It was while acting as conductor of a work train that he was fatally injured.

Surviving Mr. Deardorff are his widow and three children, seven, five and two and one-half years old.

Funeral services were held Tuesday, February 14, in Michigan City, after which the remains were taken to Warsaw, Mr. Deardorff's former home, for a second service, and burial.

Safety Notes

W. W. Clemmons
Safety Engineer

"*An ounce of Safety is worth a ton of Luck.*"

James Peck, foreman of the Signal Department, was omitted unintentionally from the names of Foremen who received 100% Safety Record cards for 1927, in the last issue of the Pantagraph.

Messrs. Finch and Binks of the Bureau of Safety attended our last series of group meetings and made some interesting talks.

At the last meetings of freight station employes at Kensington, and of Mechanical Department employes at Randolph St., 100 per cent of all suggestions offered have been taken care of.

Only 41 train service employes attended the last meeting at Randolph St. Come in and have your say! You know the address—Room 75, in "The Hole."

We are working to prevent accidents; to be successful we must have the help of every employe on this railroad.

First Aid graduates: don't forget the big night at the Palmer House, Chicago, February 23. More details later.

We want to start another First Aid class as quickly as possible, but the girls in the Accounting Department have turned us down with the exception of one. Sorry, girls. It is a valuable education without cost.

We now have 70 qualified First Aiders.

Mechanical Department and General Office men say they are going to win the elimination contest March 23. I don't know how both are going to win. The girls are going to enter, and they claim first place already.

The Agent's Lament

("O. S. and D.", the railroad man's diminutive for Over, Short and Damaged, comes in for an acknowledgment of worthiness by C. E. Salisbury, our agent at New Carlisle, who has been off duty on account of illness during the past month. We print the following verse of Mr. Salisbury's concurrently with a wish that he may have a complete recovery of health by the time this PANTAGRAPH is out):

O. S. & D., O. S. & D.,
You were not what you seemed to be;
I made you once, forgot you twice,
And the F. C. A. paid a fancy price,
For a little old sack of "Ratty" rice.

I knew the stuff was standing there,
Yet don't know why I didn't care—
I did not, for it held that spot
Until it was about to rot;
When an O. S. & D. would have set it free,
And cleared a space in the house for me.

I don't see why, as the days passed by,
I left that little old sack to lie
In a corner of my house,
Making food for rat and mouse,
Teaching them and all their kind,
How easy they could make a find.

And with the rice to make a start,
The "Ratties" learned the place by heart,
And every time they took a chew,
Of bacon, meat and crackers, too,
Somebody had a voucher due.

Even I, my careless self,
Helped to pay some of this pelf,
And didn't know this was so,
Until a day or two ago,
When I began to give a thought,
To all the leaks I never caught.

And then I swore it would happen no more,
And cleaned up that Freight House Floor,
Made a blind check of all the freight,
Put every blooming record straight;
Made all reports right up to date,
Stayed around the place until quite late.

Now I am through, and I'll say to you,
I've turned a page that is brand new,
One thing I know is very true,
O. S. & D., I'm all for you.
You're really what you seem to be,
A help to the railroad, a help to me.

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 **MARCH, 1928** **No. 3**

FIRST AID MATCH ON AT A.E.R.A.

G. O. BOWLERS COP NORTH SHORE BACON IN WAUKEGAN TILT

Answer Gauntlet With Sensational Win in Three-Game Match; Pipher Is High Man

By George Gensch, Sports Corres.

A platoon of high-rolling conquistadores from these parts came thundering home from the north late Saturday, March 10, and exhibited among the best of our trophies one large slab of figurative bacon labeled "North Shore Line," won with honors at the Waukegan Recreation hall in a bowling contest.

It was the first of a challenge tourney between General Office bowlers of the two railroads, North Shore Line and South Shore Line. Facing defeat almost to the last minute, our South Shore contingent rallied in the last frames of the three-game match to snatch victory from the well-known jaws of defeat. In plain words, we beat 'em.

Trailed After First

After rolling the first game the outlook for the home team was not so bright, due to the fact that we were trailing by 49 pins. However, our boys went right in to show them that ours was a "Road of Service and Bowlers," and finished the second game with a count of 950, giving our boys a lead of 87 pins at this stage of the match. Our hopes were again given a severe jolt in the last game, when three of the North Shore boys had four consecutive strikes each lined up on the score sheets. The breaks of the game favored us, however, and when the fifth frame was well under way we were beginning to cut down the terrific lead accumulated by our opponents,

(Continued on Page 2, Col. 3)

AGENTS AND SIGNAL IN B. B C. LEAD WITH OVERTOPPED QUOTAS

Special Tours Period of Drive Hits Fast Stride; Hints For Boosters Given

Far in the lead among departments in the Better Business Campaign, Agents and Signal both ended the week of March 10 above their quotas, with ratings of 108 and 105 per cent, respectively.

Agents, facing a quota of 300 tips for the period up to March 10, furnished 324, a "velvet" balance of 24 tips. Signal, with 40 as their first period mark, turned in 42 and chalked up two to the good against Old Man Quota.

The field as a whole lined itself up as follows at the given date:

Team	Quota	Per Cent
Agents	300	108.00
Signal	40	105.00
Telephone	4	75.00
Car Acct'g.	15	73.3
Valuation	30	66.6
Electrical	30	50.00

(Continued on Page 2, Col. 1)

Winning Team Will Go to Chicago for South Shore Line

Dr. Hart Fischer, Chief Surgeon of Company, Will Speak; Dancing to Follow.

The championship in First Aid on the South Shore Line will be determined at the next meeting of Company Section No. 15, A. E. R. A., Masonic Hall, Michigan City, 7:30 P. M., March 30.

The results of a year's intensive study of First Aid methods will be exhibited in an elimination contest between teams representing the Shops, the General Office, and the General Office girls. The winning team will be entered as the South Shore Line representation in the annual First Aid contest in Chicago in April, competing against the crack organizations of the Rapid Transit, the North Shore Line, and the Chicago, Aurora and Elgin, among others.

It is hoped that everybody who can possibly do so will attend the section meeting to build up a winning spirit for the champion team.

Personnel of the terms is as follows:

Office Team—Bantz, Kelley, Kimmel, Weber, Lloyd and Boller.

Shops Team—Rudnick, Knoll, Atkins, Kinney, Silakowski and Inman.

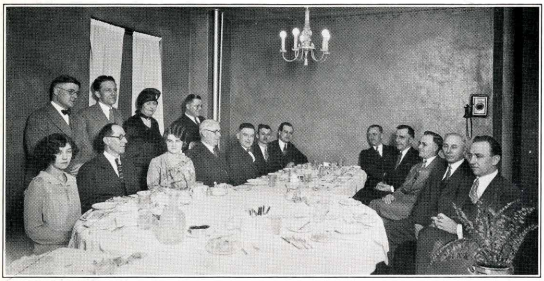
Girls' Team—Mrs. Farber, Misses Arnold, Sprencel, Costello, Mentag, Hasemeyer, Kelley and Kieper.

Dr. Hart E. Fischer, chief surgeon of the transportation companies, will speak to section members on "Health as a Business Asset." The meeting will be under auspices of the Safety and Claim Departments.

At the conclusion of program and business, the floor will be cleared and a dance will follow.

This is the gallant General Office Bowling Team which drew first blood from the North Shore Line deskmen in the first of a home-and-home series, Saturday, May 10, at Waukegan. Left to right: Rank, Timm, Kickush, Scrivani, Utley, Pipher, Miller and Gensch.

The Pantagraph Staff Dines



The PANTAGRAPH Annual Dinner the night of February 27 has been amply covered in the correspondents' news of this issue. All that remains is to show the guests as they poised for action over the dinner plates. Here they are. Seated, left to right: Mrs. Florence Barney (resigned and replaced by Ramona Ervin), Concessions; C. W. Veach, South Bend Terminal; Marie Kelley, Chief Distributor; A. B. Parsons, Motormen; Louis Kriesel, Conductors; Andy Culp, Freight Agents; C. L. Binger, Traffic; Wallace Lloyd, Electrical; George Gensch, Sports; Art Tews, Shops; O. H. Hansen, Accounting; Charles Ludden, Electrical. Standing, left to right: Ye Editor; E. R. Egger, Editor of Highball and High Line, speaker for the occasion; M. J. Naughton, General Office, and Jack Weber, Ways and Structures. L. J. Hile, Dining and Parlor Cars; N. C. Larsen, Passenger Agents; Merle Anton, Chicago Terminal, and A. L. Mercier, Brakemen, were unable to attend.

Agents and Signal Lead B. B. C. Race

(Continued from Page 1, Col. 2)

Gen. Office	**15**	**20.00**
Shops	**50**	**26.00**
Storehouse	**6**	**16.7**
Way and Structure	**70**	**15.7**
Accounting	**80**	**12.5**
Train Service	**300**	**10.3**
Concession		
Gatemen		
D & P Car		
TOTAL	**940**	**51.4**

Particular emphasis is being laid this first period on the development of party tours. According to E. B. Stover, Director of the campaign, the wide variety of industries made accessible to study groups along the South Shore Line should make it easy for Boosters to sell such tours.

See Right Person

"Every time we develop a group movement over our line we not only increase business to that extent but make that many more steady patrons of the road," Mr. Stover said. "Usually, in each group, there is the right person to see in order to get the idea started. The principal of your school, one of the teachers, your boy's Scoutmaster, or the leader of your daughter's Scout organization; women's clubs, men's clubs, Sunday School classes, fraternities, and societies, these are a few of the possibilities you have to work on. Turn back to your Better Business bulletin of February 8 and study again the list of industries with which we have made arrangements. If you can't find the list, let the Better Business department know and we'll send you another. Do it today."

Special Prizes

The advantage to Boosters in promoting party tours during this period lies in the fact that special prize money has been set aside for awards to those who develop this kind of business. Not only this, but it all goes into the record for determining the regular cash prizes of the Better Business Campaign.

FIRST MAN OF GANG IS FOREMEN'S TOPIC

The duties of the first man in the section gang were discussed by members of the Foremen's Conference in their regular monthly meeting February 15 at the Michigan City General Office.

W. J. Mallon, Assistant Engineer, talked on the Better Business quota of the Ways and Structures Department, and other speakers brought up matters pertaining to section work. The subject for the next meeting March 21 was announced as "Track Laying and Switches."

Those present included J. H. Clemmons, Guy Vandusen, Dave Bennitt, H. Jenkins, W. Moore, Ed Rapp, Sebe DeHaan, M. Bitner, T. F. Corcoran, Joe Salvato, R. Volstorf, W. J. Mallon, J. F. Hubenthal, E. A. Keeler, Fred Parker, Elmer Will, G. A. King, M. Richardson, George Myers, Ralph Parkhouse, O. Coburn, P. Alvarez, Bert Cotton and M. Crump.

G. O. Bowlers Cop North Shore Bacon

(Continued from Page 1, Col. 1)

several of whom received splits in this frame. After the game was over a total of 11 pins was the final margin of victory. This total may seem very small in figure, but ask any of our boys just how good it felt to realize it was not eleven the other way!

Challenge Accepted

On February 29th the General Office Team of our own company received a challenge to a home-and-home match from the Office Team of the North Shore Line. The challenge was immediately accepted by the Captain of our team, F. G. Williamson, and arrangements made to bowl the first three games in Waukegan. A squad of nine men left Michigan City on the 11:44 A. M. train for the battle, arriving at Waukegan at about 3:30 o'clock. After rolling only a few practice balls, hostilities got under way promptly at four. The following men comprised the team and rooters: E. H. Utley, J. G. Miller, F. G. Williamson, W. A. Pipher, G. Rank, A. Timm, K. Kickush, G. Scrivani and G. E. Gensch.

With all due respect and courtesy for our opponents, who showed very good sportsmanship, also that they knew all about the game, we should be proud of our own team, and do all possible to encourage them to another victory for their next series, to have been rolled in Michigan City on March 17th, at this writing.

Some of the high spots in the scoring were as follows:

Our own Pipher made games of 187, 220, and 201, for an average of 202.2. He was our lead-off man. Mr. Clark of the North Shore Team should also be commended for rolling high game of 226 pins, finishing with an average of 199.2.

After the match was over, all had a very fine dinner, which was enjoyed all the more due to our previous victory.

Your sports Correspondent certainly is of the opinion that all the boys should receive your congratulations, for every one of them did their best to uphold the reputation of the South Shore Line.

The standings:

South Shore Line				
Pipher	187	220	201	
Gensch	163	157	170	
Miller	159	191	176	
Timm	197	192	146	
Rank	160	190	157	
	866	950	850	2666

North Shore Line				
Oglesby	201	157	191	
Walker	159	172	197	
Van Paris	176	115	135	
Oliver	209	167	177	
Clarke	170	203	226	
	915	814	926	2655

MOST HOMES BUILT ON BANK CREDIT; MORTGAGE IS NOW MARK OF AMBITION

By C. Edward Thorney
Director Own Your Own Home Bureau

(This is the second of a series of "Home Hints" published in the Pantagraph. For further facts and information regarding all phases of home ownership, address inquiries to the Own Your Own Home Bureau, 72 West Adams Street, Chicago, or call there in person.)

Are you one of the 45 per cent of American people who have signed the declaration of home independence?

Government statisticians tell us that nearly half the families in the United States own their own homes. Of that number approximately 90 per cent used borrowed funds to make it possible.

Perhaps these facts suggest an answer to the first question ordinarily asked by those considering home ownership, "Can we afford a home of our own?"

Banks to Help

Modern banking has taken care of the problem of home financing. Banks and other institutions of like character realize that home owners are community builders—fixed assets and not floating liabilities. A home owner is the highest type of American citizen.

Commodities and conveniences which a few years ago were beyond the means of one of average income, are today the ordinary comforts of life—due mainly to extensive and practical credit. A modern medium of home credit is the mortgage, a stepping stone to family independence.

Formerly an admission of poverty, the mortgage is now a symbol of ambition. When used in obtaining a home it is truly a declaration of home independence.

Answers to Home Questions

"We lack $2,000 to finish our home. So far the lot and building have cost us $5,000 and the house is ready for plastering. What is the best way to get the money we need to finish it?"

Answer—Seek your banker's aid and borrow on a first mortgage. You may be able to borrow from one of the life insurance companies who make a specialty of loans on small homes. If your house is well-located and built and if it has combined good appearance with proper planning, you are able to offer as security a property worth more than twice as much as the mortgage and therefore get the most favorable rate.

"We wish to build on a $2,500 lot. What should be the proportionate value of home and lot?"

Answer—As a general proposition a home costing between $8,000 and $10,000 would be about right. A house should not cost more than 4 times or less than 3 times the value of the lot.

"Does the finish of a radiator have anything to do with the efficiency of it?"

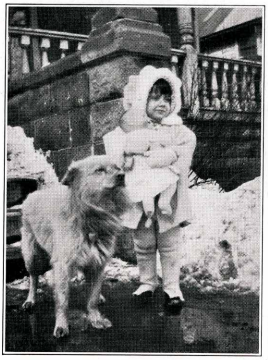
Answer—Yes. Radiators finished with a high polish or glossy paint are not as efficient in radiation as those with a dull finish. This is due to the fact that the glossy finish tends to retain the heat and not expel it.

"I have some varnish that has become thick and gummy. How can I thin this to make it usable?"

Answer—Varnish can be thinned only by the addition of turpentine. It is best to have the varnish and the turpentine warm while mixing them. Let the mixture stand over night before using.

From time to time, representative questions submitted to the Bureau and their answers will be printed in this space.

Going On Three



The little lady above pictured is Lois May, the charming daughter of Mr. and Mrs. Lyle V. Rawlings. Lois May will be three years old next May. Lois, as you will notice, has inherited the dark brunette eyes and hair of her dad, but possesses the winsome sweet disposition of her blonde-haired mother, Martha Rawlings, who frequently substitutes out at the offices here where she is a general favorite. The little miss is dressed for the wintry weather, and with her dog Rudy, her faithful companion, "ain't afraid of the snow nor nothing" and is taking her dolly "Mary Ann" out for an airing. Perhaps you have seen Lois May in the auto with her dad and mother, where she makes quite a picture with her dark eyes, dressed in her fuzzy white bonnet and coat, and does her driving right from the front seat too.

—M. J. Naughton.

Hot Wires or Travel, All in Lineman's Life

BY CHARLES LUDDEN
Electrical Department

(EDITORIAL NOTE: *This is from an address made by Mr. Ludden before the Public Speaking Class recently.*)

The three principal requirements of a good lineman are: the ability to be at ease up in the air, plenty of nerve, and the spirit of wanderlust.

Since the greater part of his work is, of course, on wires which are from 30 to 100 feet above the ground, the lineman must be able to forget the height and be as much at home up there as he is on the ground. He cannot be like the man who did not mind getting up in the air as long as he could keep one foot on the ground.

It is, of course, impossible to shut off the power every time there is work to be done on the line, consequently the wires are usually worked "hot." The company supplies rubber blankets, rubber gloves and insulated tools, but in spite of this the lineman is often required to work in a place where the least misstep or slip, or a little carelessness on the part of some fellow worker, means that he will be badly burned or perhaps killed. Consequently he must have plenty of nerve.

Must Wander

The companies cannot afford to keep large gangs around when they are not needed so it is common practice to keep a small gang of only a few men for maintenance work, and when any construction is to be done, call in a lot of men and rush the job through to completion. Consequently the larger portion are forced to be wanderers. They work on some job in the north in the summer, and when that is done they go south or to California to work for the winter. Thus the lineman must be a man with no very strong home ties, who is willing to go wherever he can find work to do.

Whether the nature of their work makes them so, or whether only men of that character would do their work, the lineman as a whole are generous, good natured, and happy-go-lucky.

Help Each Other

As a demonstration of their generosity, I know of one man whose hands were so burned by a hot wire that he is unable to do work of any kind. The men he used to work with support him by giving him $10, or $20, whenever they have any to spare.

As an example of their most outstanding characteristic, happy-go-luckiness, I might give part of a conversation I had with one of them recently. This lineman was telling me what a fine wife he had when he was working out in California.

I asked him why he did not bring her here, and he laughed and said, "Oh, hell, Charlie, I haven't got her any more. I lost her on a horse race!"

THE PANTAGRAPH

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D. C. SCHNABEL.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Guardian Standards

The railroad business is a serious one and intolerant of excuses; it must be. There is no better training for a man or woman disposed to take things lightly and explain away mistakes than a year or two in this work. Whatever the department, certain stubborn standards apply to each: the safety and convenience of the public; Interstate Commerce Commission rules, which are in effect laws; state and municipal regulations; audits; the necessity of carning a fair return. These are not all the limiting circumstances there are by any means, but they illustrate the point.

The person in charge of a department or division must carry the responsibility for keeping it up to standard. He must answer to somebody above him, and those under him must by the same token answer to him. When a mistake or oversight occurs, even by the least member of the department personnel, the head has to answer to a head above, and he to his superior, on up the line.

It is natural, then, that a foreman or department head, a manager or vice-president in charge should want dependable help. It follows that he will watch the help, either directly or through his representatives, for signs of unusual dependability.

There are a great many serious-minded people who do not believe this. They are disposed to term it old stuff,—and it is old. They contend that personal preference and luck are the important things in getting ahead. But the logic of all business, and particularly the railroad business, is against them. It is the stubborn standards that make it so.

Such standards, taskmasters though they are, are the employes' guardians. They demand of the employer that he who excels at his job today shall have first chance at the new one tomorrow. And this demand can not be ignored.

—Suggested by W. J. Mallon, Assistant Engineer.

Homeseekers' Time

Spring is the time when prospective home-builders feel their urge with redoubled force. Usually this urge is still on paper as the birds come back from the southland, but annually a pretty large percentage express their hopes in brick and wood, and we say casually enough, "So-and-so's building a house."

In our own territory this sort of thing goes on every year. A special example of it is afforded by the Michigan City beach colonies. People who build there nowadays are building **homes**, not summer cottages. They come down from Chicago, mainly, and buy a lot. They plan a house and make it of year 'round construction. They live in it a summer or so, and before they know it, they are residing there in the winter as well, and —here's the point—commuting to and from their work in Chicago.

The first concern of the pioneer railroads in the West after construction was to get people to settle along their tracks, for more people meant more business. There is a lesson in that for us of the South Shore Line. Every new year 'round resident of the Michigan City beaches or any other point on line means business. We do not have to be real estate salesmen. It will be enough if we know the possibilities of the territory and keep plugging them all the time,—particularly now.

—Suggested by J. K. Gray, Superintendent.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

OLD 71

On the rip track in the west end yard
Rests "71," which also ran.
Now read my rambling tale, old pard,
While I tell the story of this old can.

She did her duty for two score years
And retired to her fate in '26.
When I think of it, pard, my eyes shed tears,
She surely was down and out of fix.

Back of the Shop on number 10
"Never no more" the rails to roam!
Just a moment, pard, 'till I ink my pen
And I'll give more of this little poem.

The railroad prospered, the business grew.
A yard office needed, they picked on her.
They patched her back and cleaned her too,
She didn't look bad, you may be sure.

The yard crew came and climbed on board
And took command of this ancient junk,
She was decked with lights and a phone aboard,
Tailor-made desks and the rest of the bunk.

On the hottest, dryest days of Summer
She makes you sizzle and sweat and swear,
But, pard, in Winter she's a ring-tailed hummer
Saturated with frigid air.

She stands today, a mute reminder,
Crumbling faster day by day,
Of the many miles she put behind her,
When she used to fan the right of way.

—A. H. Kahl.

! ! !

Lady Passenger: Mr. Conductor, please stop the train, I just lost my switch out the window.

Conductor: Never mind, Lady, there is a switch at the next stop. —C. W. Veach.

! ! !

"Gawd!" said a distressful voice in the crowded train.

One glanced at one's fellow-passengers with interest, expecting to see "Ole Bill" or perhaps some night watchman; but it was a very well-dressed lady, who continued in a "refined" voice: "Gawd, will you please open these ventilators?"

! ! !

START RUNNING, CHARLIE

Hazel wants to know if an organizer is the person who makes the music in church.

After long and careful observation, Jack Weber announces, "No matter how short the dress, she may be someone's mother."

Wally Lloyd says, "Don't spend your money foolishly, especially if it's your own."

Johnny, the sheik in the basement of the office, says he has found out that flat tires make the most noise.

—Chas. F. Ludden.

! ! !

Sitting in front of a fireplace Christmas eve:

First Old Maid: "Would a stocking hold all you want for Christmas?"

Second Old Maid: "No, but a pair of socks would."

—M. J. Naughton.

! ! !

"Did you notice that insolent conductor looking at you as if you hadn't paid your fare?"

"Yes, and did you notice me looking at him as if I had?"

! ! !

Imogene: Aren't you just crazy about Will Rogers?

Marie: My Lord, if I could only chew gum like that man!

—W. M. Lloyd.

! ! !

Woman (in crowded car, to her friend): "I wish that good looking man would give me his seat."

Five men got up.

! ! !

March. We used to hope so too, but now we keep on ordering more coal.

—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

O. H. Hansen
Correspondent

Mr. G. E. Gensch, who has been in charge of the Disbursement Division in the Accounting Department, has been transferred to the Auditing Staff. Mr. L. V. Rawlings, formerly on Stores Accounting, succeeds Mr. Gensch.

Miss Evelyn Kieper, Stenographer, has been promoted to a position in the Advertising and Publicity Department. Miss Rose Mentag, Stenographer in the Freight Revenue Department, succeeds Miss Kieper in the position of Stenographer in the Disbursement Department.

Miss Elizabeth Gay, a graduate of major commercial course, Michigan City High School, who has had one year of post-graduate work, is the new employe in the Freight Revenue Department.

Spears Goes Visiting

James H. Spears spent Saturday and Sunday, March 10 and 11, at South Haven, Mich. Well, Jim, it is noted that this is the second offense in three weeks.

There certainly must be some attraction, and as you have informed us that your folks live in Illinois, you can't spring the old one about "Going home to see my mother."

Miss Evelyn Kieper entertained her bridge club at her home on Sanborn Street, Monday evening, February 20th. The prizes were captured by Miss Elsie Costello and Miss Dorothy Sprencel. Delicious refreshments were served, and the usual good time was had by all.

Miss Westphal Entertains

Miss Elva Westphal, formerly employed in the Accounting Department of the South Shore General Office, entertained a number of her former associates on Monday evening, March 5th. At this party the approaching marriage of Miss Westphal and Mr. Herschel Nicholson, of Gary, was announced. The evening was spent at bridge and the prizes were won by Miss Evelyn Kieper and Miss Lillian Meyer.

Willard Bernethy, son of Mr. and Mrs. W. M. Bernethy, who has been ill for the past several weeks, is now fully recovered, and has gone back to school.

Brakemen

A. L. Mercier
Correspondent

By Brakeman L. C. Harman

Stormy says, I never saw so many "Waycar Hops" before. Our crew hops over with twenty-two loads of coal and we hop right back with thirty-five empties, while "Caboose Hops" pass us going and coming.

Sparky has changed his mind about the cooking, for he said he would rather go hungry than eat. Maybe there are other reasons.

Curtiss and Iseminger both built a "radio." Curtiss wired his set with eight inches of wire and Iseminger used eighty feet for the same kind of a set. Now Iseminger claims that more wire gets more distance, and he gets so much distance that he cannot tell who it is on the air. Perhaps La Porte—or Valparaiso, who knows?

Fay and McNulty See One

Motorman Fay and Brakeman McNulty on one of their trips claim they saw a wolf running across the field at "Tamarack Station." They had been out all night with "Ike and Mike," but why blame the wolf for running?

Brakeman Helms says that's awful stuff they have in Hammond. Did he want us to believe it was the weather, or the street car service?

One night last month the cook on caboose No. 1056, Brakeman C. Whalen, failed to show for his run and no one else would take the responsibility of cooking the meal. With murder in their voices all night, the crew sang "Blue Heaven."

Do You Know Him?

Come one—come all! The best guesser gets his picture in the paper next month. Who is first?

Concessions

Ramona Ervin
Correspondent

Florence Barney suffered a bruised and stiff knee one morning the first of last week on her way to work. Ask Florence what scared her and caused her to fall!

We have a new girl with us, Mary Ola Simpson. She will work in Gary. Show some of your natural congeniality, girls, and make her feel at home with us.

Anna Drolema is back with us again after two weeks' visit in Muskegon and vicinity.

First Aid Work

Anna and Ramona Ervin are the two girls from the Concession Department to take a ten weeks' course in First Aid. Meetings to be held each Thursday at Michigan City Office. First meeting was held March 8—it proved to be very interesting to each of the ten girls there. Examinations will be given later and diplomas awarded to those who pass.

Two girls on sick list this week—Louise from Tremont has a light attack of pneumonia, so last report stated. Betty Tolly, South Bend, has been suffering for several days with a severe headache and earache—was unable to work.

Conductors

Louis Kriesel,
Correspondent

The PANTAGRAPH Banquet was well attended and, from all indications, everybody had a good time. A few got chicken in their ears but that did not make any difference. A new drink was served at the banquet, at least, it was new to some who attended. It's called "Chlorine Highball," it tastes something like Michigan City water.

One of the interesting topics at the banquet was Jack Weber trying to tell everybody M. J. Naughton's age.

Brakeman Mercier did not attend on account of his book on etiquette not arriving on time. He said he sent for one two weeks before the banquet but it must have got lost in the mail.

The Transportation Department knows their garlic when it comes to putting on the entertainment at the A. E. R. A. meeting. "J.K." ought to be drafted as a correspondent for the "Now you tell one" column, according to the stories he told at the meeting.

Harry Stein, Alvy Parsons, Frank Killingbeck and Skinney Martin all went to WORK the other day. They previously had been on the line car. Frank Killingbeck is on the LCL freight run and just as soon as he gets in, in the morning, he is looking for a couple of beds.

Carl Miller claims Roy Falk is Scotch.

Hugh Sutton is all dolled up in a new uniform. He looks like a million bucks.

Ted Jaroch wants someone to donate him six Big Bens. He says he has three now but they don't do him much good.

Charlie Lambka is back in passenger service.

The O. R. C. was planning a dance at Marquette Hall, Michigan City, for March 17, as this was written. More than 400 tickets were sold in advance.

Dining and Parlor Cars

L. J. Hile
Correspondent

Your correspondent is very sorry indeed that he was unable to attend the meeting and dinner held at Hotel Spaulding recently for correspondents of the PANTAGRAPH. Owing to unforeseen interventions it was impossible. I know that I really missed some interesting talk as well as a good feed. How about a repeater?

It was also necessary for me to be absent from the regular monthly meeting of the AERA, but will endeavor to be on hand in the future. Mr. Speed informs me, however, the dining and parlor car departments were well representend and all expressed themselves as having a very enjoyable time.

Special Moves Growing

Ever since the dining and parlor cars have been put in service we have been asked to provide cars for special parties between South Bend and Chicago and Michigan City and Chicago, and while these extra movements do not necessarily work any hardship I am beginning to think it won't be long until we will have to augment this service with some new equipment.

During the month we had to provide a parlor car on short notice to move the Long Beach Country Club, consisting of about 42 members, from Michigan City to Chicago and return; and on the return movement we were asked to provide sandwiches and coffee. We managed this service very nicely as diner 302 had just arrived in Chicago and the crew got busy and prepared everything for the parlor car. Members of the club praised the service highly and expect to give it another trial in the near future.

Praises New Agents

We were also called on March 1st to provide a meal on diner 301 for a birthday party from Michigan City to Chicago in honor of a Mrs. Wolff of that city. This was arranged for on short notice by Supervisor Speed with the assistance of the crew laying over at South Bend. The tables were beautifully decorated and a delicious dinner was ready for the party upon arrival at Michigan City. They commented upon the very enjoyable trip and excellent service.

Just a word for that little ticket office which was installed March 1st at Randolph Street: This is something that has been needed for a long time. Messrs. Scanlan and Harney, who are in charge, seem to be real live fellows and the writer happens to know that they are boosting the parlor and dining car service at every turn. Watch for more business out of Randolph Street in the future.

Electrical Department

W. M. Lloyd
Correspondent

The Signal Department is in the race for first place in the Better Business League this month and are giving the rest of the teams a run for the money.

Frank Scrivnor and his crew are busy on the east end stringing wire for the telephone

ALONG THE SOUTH SHORE LINE

crew. Oscar Cook has rejoined them after spending the winter with the B. & B. Department. Oscar is a very versatile gentleman for he seems to be able to climb as well as excavate for bridge piers and is at home anywhere he works. Glad to see you back again, Oscar.

Ye Correspondent Explains

The Electrical bowling team dropped two to the Engineers again the other night which is out of the ordinary. Perhaps it was because the two pinch hitters, Ludden and Lloyd, were not on the job, being at the PANTAGRAPH feast. If they had been there, it might have been three instead of two. Who knows?

We understand a certain lineman went to Wheaton not long ago to spend the weekend with friends and hasn't returned yet. We are wondering if he wasn't acquainted with the judge or if his friends urged him to stay over and make a real visit.

Earl Braginton, famous DX radio fan and maintainer, has not had much to say on the subject lately. After picking up KFI and tuning out one-half of a kettle drum duet from that station he no doubt thinks we are firmly convinced of the selectivity of his set, or else is busy looking for something hard to do.

Halloran Goes

Recently M. J. Naughton suggested that Ye Editor run pictures of all engaged couples of the South Shore family. We have been expecting Charlie Ludden to ask us about Michigan City photographers but he hasn't taken us into his confidence yet.

M. W. Halloran, Signal Maintainer, has resigned to work in Detroit. His place has been taken by W. J. Talbott, who is a new member of our family.

"Curly" Springs recently wrote, sending his regards to all his old friends in the line crew. He says the poles certainly grow high in Michigan where he is now located. Climbing 75-foot poles is work compared to the ones he used to climb here.

George Borne, another member of the line crew, was in town recently visiting old friends. He looks fat and prosperous as though Minnesota, where he is now located, agreed with him.

Jack Is "Shover"

Jack Meisel is now attached to the line gang as chief cook and chauffeur of the Signal Department's motor car, which is being used by the line crew while working on the east end.

Ralph Osborn and Louis TenVoorde have received diplomas for finishing the First Aid course. We are pleased to know that about 50 per cent of the Signal Department personnel has completed the course, and we hope that some day it will prove of great value to them.

Merle Aldrich and ye correspondent are seriously thinking of putting on an exhibition match at the Palace alleys some Monday evening for the benefit of the General Office crew. It is their custom to bowl several games after the league and several scores of better than two hundred have resulted. They think perhaps the General Office crew would like to see how it is done.

General Offices

M. J. Naughton
Correspondent

John Sack, the Record Clerk, who holds forth in the subway, is a very popular boy around the offices. John's duties are many and varied; for instance, he keeps the stationery stock and records; helps out the car accounting department; is an expert ditto machine operator; manipulates the mimeograph like a past master; binds heavy books of freight records and other accounts; is sent every now and then to Chicago with important mail; never tarries in the big city after he transacts the business for which he was sent there—and is an all-around good find. John is a very likable chap, accommodating, pleasant, and fairly beams with good nature. Has just received a present of a Gillette. Never mind, John, keep your head up and some day you will find your "Seventh Heaven" in a promotion.

Why is Jimmy Haller so pensive these days? Why does Jimmy insist on working on Saturday afternoons? Will you enlighten the bunch? Don't they run accommodation trains to Rockford? Why is he saving his money? What is the date?

Kirk Comes Down

Genial Harry Kirk, the Purchasing Agent, now located in Chicago, dropped in to pay us a call about two weeks ago. Was every one glad to see Harry—you should have witnessed the reception he got. His keen sense of humor, his fairness in dealing with every one, and his general fund of knowledge on almost every subject, have endeared him to all the "old gang." Mr. Kirk was always well informed on the manufacture or fabrication of every article or material which he purchased. He was never too busy to help a poor ignoramus. Harry, we certainly miss your melodious voice—"Way Down on the Old Fall River Line." Come often, a welcome awaits you!

What's in a name? Well, a whole lot. Just ask Irene Gottshaw, who presides over the switchboard, and she will tell you that "Clarence" is a very sweet name for a man; don't know why people make so much fun about that name. And, anyhow, why is it that the most popular men are given traveling positions, so that you only get a chance to talk to them every now and then? We have often wondered what the initials "C. J." stood for.

Louis Gets Brevity Palm

At the PANTAGRAPH banquet Wallie took up all of Binger's time explaining why "Gentlemen Prefer Blondes." Gave the usual 57 reasons, and Bing said, "All right, in your case, but I like 'em red headed, dark haired and light-headed, provided they have an agreeable disposition." Sorry, Wallie, but your efforts in that case were in vain.

When it comes to brevity, to terseness of expression—in other words, being right to the point—we nominate Conductor Louis Kriesel to go to the head of the class. The reason for which? Have you read Louis' last report on the accident to a hog? It's a gem.

Monday night, February 27th, will go down in history of the PANTAGRAPH correspondents as a Red Letter night, for on that night we met, we feasted and we talked. The Spaulding Hotel served one of their finest banquets —spring chicken and everything that goes with it, and more too. If you have any inquiries to make as to the dinner just ask Jack Weber and his friend on his right—two good carbon types, who don't count their calories—but who do love good eats. We had as our honored guest Mr. Egger of the North Shore Line, who is the Editor of the High Line and High Ball and who has been a great traveler, even penetrating the wilds of Japan. He gave a very instructive and interesting talk on contributions to magazines. Our round table discussion was enjoyed by every one of us. All restraint and stiffness were forgotten and we were one big family as we listened to funny stories relating to individuals connected with the line. The three ladies present enjoyed the splendid boxes of candy presented to them. "A good time was had by all."

Welcomes Miss Hoffman

Miss Bernice Hoffman, of the Claims Department at Gary, was a visitor on March 8th at the Auditing Department, where she spent a day checking up on some claims matters. We were all glad to see Bee, as she is one of those sweet, unassuming girls who "attends to her knitting," never listens to gossip, and loves every one. Come again Bee, you're always welcome.

We're glad to welcome to Michigan City Al Boller and his bride, who have established a residence here. Mr. Boller is Transit man connected with the Ways and Structures Department, and a very likeable chap. We are also glad to note that Lloyd Bantz and his wife have moved to Michigan City. Lloyd is the able assistant of Mr. John Rubenthal, our Roadmaster, who, if gossip is to be believed, is thinking of purchasing a home in the "Atlantic City of the West." Welcome, John, to our midst. Al, Lloyd and Fred Williamson are now occupants of the popular apartments known as "Honeymoon Row" on East Michigan Street. One apartment vacant. Next?

Tweet, Tweet!

Merle Aldrich, our Electrical Engineer, has every one on the "qui vive." Why the smile that won't come off? Come on, Merle, be a good fellow and enlighten us.

Tweet, tweet, tweet!! Have you seen the first spring robin around the South Shore grounds? Well, neither have we, although last Sunday we nearly got our fingers frost bitten as we gathered soft bursting pussy willow sprays along Trail Creek. Oh, hi, ho, hum, it won't be long now—and if you don't believe me look:

Irene and Kick,
Wallie and Loretta,
Energine and Ray,
Marie and Charlie,
Martha and Mark,
George ("Jimmy") and Marie,
Irene and Ed,
Elsie and Howard,
Evelyn and Russell,
Dorothy and Dude,
Hazel and Starkey,
John and Mary Jane.

And a few others whom I cannot recall just at this time. Save your money, office bunch, for the March winds promise to bring a lot of April "showers." Miscellaneous showers are in very good taste.

Newlyweds

Louis Rappeport, our genial bookkeeper, and Miss Ruth E. Winsberg were married in Chicago on February 19th. Louie and his bride spent their honeymoon in New Orleans.

Mrs. Rappeport is the daughter of Mr. and Mrs. M. Winsberg, of 226 West 63rd Street, Chicago, and is a graduate of the University of Chicago. Before her marriage she was an instructor in the Chicago Public Schools.

For the present Mr. and Mrs. Rappeport will reside in Gary; they expect to move to the beach at Michigan City in the early summer.

Well, Louie, all of your friends and associates wish yourself and the Missis "Happy Days."

Mr. and Mrs. Rappeport wish to thank the employes of the Accounting Department for the very beautiful polychrome mirror that they received as a wedding gift.

—O. H. Hansen.

Motormen

A. B. Parsons,
Correspondent

Mrs. J. O. Stafford and children, wife and family of our late brother, J. O. Stafford, have left Kensington and come to Michigan City to make their future home.

C. E. Hedstom and family spent Sunday last in Chesterton, Indiana.

The Line Department has laid up the line car and in its place is using a two mule-power car.—Hank and Shelly.

Motorman A. Wattling has suggested that steering wheels be put on our motor cars, so

ALONG THE SOUTH SHORE LINE

as to be able to get out of the way of some motorists.

Roy Sanford is again with us. Glad to see you, Roy.

Al Wins a Prize

A. B. Parsons won another $10.00 prize in the Better Business Campaign.

Tunk Hill has bid in a pool job.

Jack Frye has given up his passenger run, and signed up on a freight run.

George Helm is back on his run after being off for about ten weeks with a broken leg.

A. S. Hill took a motor coach ride to Erie, Illinois to accompany Mrs. Hill home in her "Star Car."

Matt Collins is again at work after taking a winter vacation.

Al Kull was at home a few days last week, getting rid of a bad cold.

Frye Returns to Cab

Motorman Jack Frye is again on his run after spending about a month in the hospital with a badly sprained knee and ankle.

Fred Bentley is back at the old stand.

Ex-Motorman E. B. Williams has been spending a few days along the South Shore visiting old friends and acquaintances.

C. E. Hedstrom has been getting some very nice fish out of Hudson Lake lately.

A. B. Parsons has signed up on a passenger run, after having been on Freight or Work Train run for about seven years.

South Bend Terminal

C. W. Veach
Correspondent

We welcome to the Traffic Department at South Bend F. A. Steffaniak as Traffic Representative. Mr. Steffaniak has a position recently left vacant by our R. E. Frantz. Now, ladies, don't get excited, as Mr. Steffaniak is married, and has a family of two nice bouncing boys.

Mr. Pete Gillis has accepted a position in the South Bend ticket office. We welcome you, Pete, to our South Shore Line family.

All the Freight Office employees are very much excited and "all pepped up." And why? You don't mean to say that you haven't heard that we moved. Since March 5th, our working hours have been spent in the recently completed freight house on East La Salle Street. We like our new quarters so well, however, that work done there is not drudgery but the greatest of pleasure.

"Inconsistency, thy name is Henry Toellner," night rate clerk. Really, the rest of us are wondering what "Hank" will do when he can no longer look up from his work and see the home of his "lady fair." One morning he's down in the depths and the next upon the heights. One day he does his best to finish in time to take her to work and the next he's never going back. Never mind, Henry, always remember that the "course of true love never runs smooth."

Andy Popp Ill

Andy Popp, Gary Freight House Foreman, was operated upon at Jackson Park Hospital, Chicago, on February 29th, for ulcers of the stomach. At the last report he was doing as well as could be expected. He will probably be "on the shelf" for about six weeks. In the meantime Foster Merrill of Michigan City is doing the honors.

The Williams boys have blossomed out in new suits, we guess on account of their dad winning the "bacon" in the last Better Business Campaign. Ed says he will make the Business Builders step right along for he can use the money.

Miss Jean Schrader, of the Gary Freight Office, was ill for a few days this month.

Sports

Geo. Gensch
Correspondent

The team standing of the South Shore Bowling League after 54 games have been bowled is as follows:

Teams	Won	Lost	Pct.
General Office	39	15	.722
Engineering	35	19	.648
Electrical	22	32	.408
Shops	12	42	.222

Brush Up Your Memory

A. B. Parsons, Motormen's correspondent, offers this one as a memory test for old-timers on the line, and a bit of valuable history for newcomers. Of the seven men shown here, one is dead, and four are still with the company. Left to right: Floyd Guernsey, Jim Lewis (now in California), Harry Stein, in service; Jake Ritchie, in service; Jay Adams, deceased; Al Kull, in service, and Alva Parsons, in service.

Lester Rudnick of the shops team is always increasing his average, his hopes are to be up with the select ten before our glorious bowling season is over. It appears that some of the boys of the shops team, Knoll, Chalk and Sitakowski, had better see Lester on some of the fine points about bowling. He has agreed to explain anything you might want to know; come around to see him at lunch time, he is a fine fellow and we know you will enjoy getting his information.

The G. O. pin busters have again set up a few new records. High team average for three games of 1016, and high single team game of 1101 pins.

Job for Engineers

Jimmy Mallon should inspire his Engineering Team to show these General Office boys a few really high marks, for instance 1200 for high team single game, and about 1075 for a three game average. Let's go, Jim, the boys are all anxious to see you do it.

Pete Mitchell s game of 261 still remains as high single game, and it will probably stand as the high mark of the season, unless some dark horse steps out and registers a higher score before the final session takes place.

At this time the G. O. team seems to be firmly intrenched in first place, but you can never tell what the Engineers will do. They are scheduled to bowl the General Office on March 19th. The G. O. team meets the Electrical Gang on the 12th, and this team always turns out to be a jinx for the Office bunch. So hold your breath, Engineers, the unexpected might happen.

Ben and Merle "Heavies"

Ben Smith and Merle Aldrich still seem to be the anchor men for their team. That's the spirit, boys, hold 'em down.

The girls are busy training, these days, for their coming match game with the girls' bowling team of the North Shore Line. This affair should create considerable interest among our office employees. Everybody on the South Shore is backing our girls to win and here's hoping they do.

Some of our girls should turn out to be real stars in the art of bowling, for their form is good (of course we mean bowling form). Irene Gottshaw, M. Rawlings, and Loretta Arnold should be the mainstays of our girls' team according to past performances.

Come On, Girls

Some of the girls who have not been out to bowl should come out and enjoy the sport. You are all welcome. The girls meet most every Tuesday night at the Marquette Alleys. See Mabel Farber about the next meeting, and then show up and have a good time.

It won't be long now, boys, and you can come around most any noon between 11:44 and 12:44 and find the devotees of barn yard golf (horseshoes) playing the game in the rear of the General Office Building.

Some remarks regarding a South Shore Line baseball team have been heard by the Sports Correspondent. This is the time for its due consideration. If you have anything up your sleeve come in and see us, we are glad to obtain your suggestions and ideas. We will try to promote a team, if enough of our employees are ball players and the management would permit a team to be entered in an industrial or city league.

Traffic Department

C. L. Binger
Correspondent

There is rivalry in the Traffic Department. Only a few weeks ago there happened a thrilling event which inspired an epic poem. Mr. Hodgetts now proudly announces the arrival of a new Freight Solicitor—the boy weighed seven and one-quarter pounds, all prepared for gym. Inasmuch as the Hodgetts' home was draped in pink, in anticipation of the arrival of quite a different person—the surprise was such that the cognomen hasn t been decided. Les said, "He's a chip off the Old Block"—wonder if he's braggin'?

If there is any inter-departmental competition, we warn you, the Traffic Department is off to a good start, and bids fair to take the laurels. We heard another man getting enthusiastic about the outlook. Methinks perhaps two or three of our number will look guilty when they read this.

What Is This Meat?

The South Bend division will be interested to know that since Roy Frantz moved to Chicago, and has become a traveling man, he is getting "hard"—bought a "hard" hat Saturday, and La Salle Street looked up as he passed the "Boulevard of Greenbacks." Yes, Roy looks like a banker in the new derby.

We have never seen it on the menu card, but we hear a great deal about it lately—"Skee meat." The question is, "What is a skee?" See Mr. Wood for further information.

ALONG THE SOUTH SHORE LINE

Way and Structures Dept.

Jack Weber
Correspondent

Mr. and Mrs. W. A. Underwood returned February 28th from their vacation in sunny California. Mr. Underwood reports ideal weather prevailed throughout his stay in the western climate. Plenty of sunshine, little rain and a lot of good food added a few pounds to his weight.

Everybody knows Al Boller, and it won't be long until everybody will know Mrs. Al Boller. Al left on his vacation February 14th, and bid good-bye to single blessedness February 15th, when he married Miss Elenore Kloch in Evanston, Ill. If you want to experience some real hospitality call at the "Railroaders' Haven," the home of the Bollers, Williamsons and Bantzes. It is located at 2206-2212 Michigan St.

Otto Leaves

Otto Tatus left the employ of our company recently to take up his new duties with Tomn and Blank Co., contractors of Michigan City. Good luck, Otto, and don't forget to see the old gang when you are out visiting.

Fred Parker and his gang of men are happy and relieved—the new freight station at the terminal in South Bend is complete. If you should ask the writer, I think it is one of the best jobs Fred ever put up.

When Jack Weber got an invitation to the Pantagraph banquet, he immediately went on a hunger strike. After the banquet was over, Jack said, "Well, I'm glad I prepared for this. I've been fasting for two weeks."

All section men are attentive listeners when it comes to Safety meetings. These meetings have been very successful, due to the fact that they are so interesting and educational.

Ties Distributed

John Hubenthal, our Roadmaster, and his assistant, E. A. Keeler, have been very busy distributing ties along the right-of-way. Cinders are also being unloaded to reinforce the present ballast. As soon as the weather permits, the section men will be able to start repair work on the line.

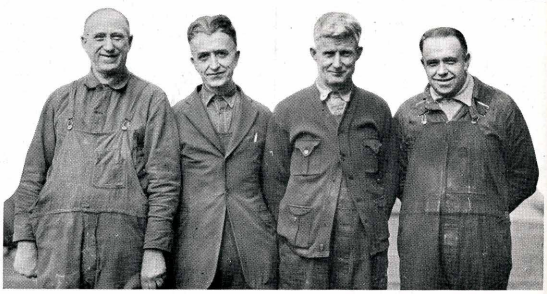
John Kelley has been burning some midnight oil, working on his radio. When John comes to work with a smile on his face, you can bet a dollar his long distance, shortwave receiver was percolating in first class shape. But when a leaky insulator or some unknown static gets into the line of reception, John's smile turns to a scowl. However, these static conditions do not weaken John, for he is bound to get distance regardless.

South Shore Line

By Brakeman L. C. Harman.

Ninety miles of railroad,
All nice level track.
Beautiful scenery both ways,
Over and coming back.
Places to have a picnic,
A grand and glorious time.
Many of these places,
On the South Shore Line.
Winter time is passing,
Summer on the way.
Bring the friends and family,
Be with us some day.
Take them down to Hudson,
Or to Miller Beach.
Let them see the Dunes,
All within your reach.
The trip is inexpensive,
Think of all the fun!
Father, Mother, Sister, Brother,
Kiddies every one.
Don't forget this summer,
Always bear in mind,
We'll be glad to see you
On the South Shore Line.

Seventy-five Years' Service



Most every one in South Shore service will recognize these men. Reading left to right they are: Herman Weigman, Gust Grieger, Neil McAlpine and George Schroeder. Together they have been in the employ of this company for a total period of 75 years.

Mr. McAlpine began his service during the construction period, which dates back to June, 1908. He was acting "car repairman," making repairs and adjustments on the gravel and other work cars. When this work was completed, he was transferred to the Shop Department. Here he soon became a Repairman and Inspector, holding various positions in this class of work.

In 1917, the re-winding of motors, transformers, etc., became so heavy that he was promoted to Armature Room Foreman, and we wonder if this is not the time "when the silver threads began to show among the gold." Sometimes it was found that armature and other electrical failures were so numerous that the workmen could hardly keep enough equipment ahead to run trains. This continued until the present new equipment was received. Mr. McAlpine still has charge of electrical repairs and in addition has a force who rebuild or rewire such equipment as cars 401, 1101, and 1126.

Power Change Solved

The change from A. C. to D. C. power also came on but he readily adapted himself to new conditions. We find him today carrying on stronger than when he started his first twenty years of service.

The second man in point of service is Mr. Grieger. He is our village smith, a mighty man is he. He may not be large in stature, but his features denote force. I may say he does not have a chestnut tree over his forge as the village smith of Longfellow's poem, but when the bellows blows, and the sparks fly from the metal as he shapes it into the various parts of the cars, his work is no less romantic than the poetic hero.

Mr. Grieger began work Oct. 14, 1909, when Henry Scott was Superintendent of Shops and Equipment. At this time he worked with a man by the name of Wm. Grieger, although they were not relatives. It seemed fate ruled that the blacksmith for this company should be named Grieger.

Mr. Grieger, who is still a bachelor, has always been found a true friend, possibly because of the nature of his work, making steel have a true but firm temper.

Herman Wiegman is very well known, not only on the South Shore Line, but about town. His date of employment is May 19, 1910, as a carpenter. This position he held until the Foreman, Wm. Gielow, left the Company about May, 1911, and he was promoted to Carpenter Foreman.

During some of the rush periods, ten to twelve men were employed in his force. With the arrival of steel cars, there has been a reduction in this class of work, but there are many other items under his Department.

Schroeder is Junior

Next is the "Junior" of our group, George Schroeder. His years of service put him well toward the top of the list, dating back to July 15, 1910.

His first job was that of a truckman, but rapid changes soon came along and he had filled about all the "jobs" thru the pits. Upon promotion of Harve Hileman, he was made Electrical Repairman and Inspector on Nov. 1, 1918. In January, 1926, he was promoted to Foreman Inspector, having charge of all the inspection work on the cars.

This is a group regularly employed at the Michigan City Shops. Other old-timers from the terminals will follow soon. Let's hear from other Departments also.

—Art Tews

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 APRIL, 1928 No. 4

1928 CONSTRUCTION STARTED

ENGINEERS TO FIGHT FOR US AT CHICAGO FIRST AID TOURNEY

Twelve of Region's Best Teams Will Compete; Girls High at A. E. R. A.

In order to reach the Second Regiment Armory, Chicago, where the big First Aid contest will be held Friday night, April 20, South Shore Line folks can take train No. 26 to Randolph St., walk west and south to Washington and Dearborn, and take a Madison Street car to Madison and Rockwell, the Second Regiment Armory. The bigger the delegation the better our chance to win!

By virtue of its victory March 30 at the A. E. R. A. meeting in the Michigan City Masonic Temple, the Engineers' First Aid team will go to Chicago April 20 to uphold the colors of the South Shore Line in the Annual Red Cross First Aid Championship Meet, at the Second Regiment Armory, Rockwell and Madison Sts.

Twelve of the crack organizations of the Chicago Region will be entered. In addition to our own team, there will be representatives of the North Shore Line, the Aurora, the Rapid Transit, the Canadian Pacific, the Peoples Gas, the Commonwealth Edison, Public Service of Northern Illinois, Illinois Bell Telephone, Western Electric, Sherwin-Williams Paint and the 132d Medical Corps, U. S. A.

Girls Win Points

At the local meet March 30, three teams were entered, those representing the Mechanical Department, Engineering Department and the General Office Girls, the latter not in direct competition, although they made high score in this contest. The girls will be matched in a later meet against other feminine organizations of Chicago.

The local contest was presented as the feature of an A. E. R. A. program

(Continued on Page 2, Column 1)

is not a sentiment ~ it is an economic necessity. ~~~ *Charles Steinmetz*

New Passing Track, Relaying Under Way; To Add to Station

Company Continues Its Policy of Meeting New Business With Improvements.

The 1928 improvement construction period on our line is under way, with three major jobs already begun and more in prospect.

In accord with the policy of the management, that of providing more and better facilities to keep pace with with growth in business, installation of a new high-speed passing track at Tamarack, four miles west of Michigan City station, is being made in order to take care of the special and half-hour summer service. In the past, the doubling of train service in summer has been known to cause congestion of passing tracks and consequent delaying of trains between Michigan City and Gary. The Way and Structures Department will correct this situation for our patrons. One hundred pound rail will be used here for a distance of 4,200 feet, with construction to be finished late in May.

East of Baileytown, on the Oak Hill-Sheridan section, track relaying has been started, with 10½ miles of 100-pound rail to go down before July 1. A rail gang approximating 130 men will work on this job. One hundred pound rail, the standard adopted by our line, provides an additional factor of safety and of riding comfort.

Pictures Coming

John Hubenthal, Roadmaster, has promised the PANTAGRAPH a few poses of his "army" in action, to appear in an early issue.

So rapidly has our freight business out of South Bend grown since the completion of the downtown receiving and shipping station that a sixty-foot additional platform is being built to accommodate the increasing amounts of freight.

The addition will run north from the north end of the present platform, a Stefco steel building like the original, 20 feet wide and 14 feet high, with a ten-foot overhang on both sides. Where the original station has door-inclosed sides, however, the addition will be open. A cinder drive will be laid around it, and a woven wire fence placed along the edge of the millrace as a safety precaution. Platform space will be enlarged from

(Continued on Page 2, Column 3)

PICNICS NEW TARGET IN SECOND STRETCH OF B. B. C. MAY 1

Industrial Tours Are Proving a Success—Six Departments Top Quotas So Far.

With six departments ahead of quotas, the Better Business Campaign is nearing the end of the first period, April 30. On May 1 the second, to be known as "Picnic Period," gets under way with a tremendous head start.

Special prizes have been provided for to award all employes who obtain for the South Shore Line a group picnic which results in new business. At the end of July, in addition to the regular $300 worth of cash prizes, picnic promoters will come in for the allotment of the specials, and may be lucky enough to win both.

Picnic Sites

So successful was the special feature of the first period, Industrial Tours, in promoting both new business and increased interest in the campaign, that the committee decided to continue it and add another objective—picnics. The South Shore Line is aptly situated to give excellent service to concerns looking for a place for their annual picnics, with Hudson Lake and Lake Park, Washington Park at Michigan City, Indiana Dunes State Park, and Gary Lake Front Park at Miller, all highly desirable spots, and most of them immediately accessible by way of our railroad. Hudson Lake is the most feasible for general purposes.

Up to April 7 the progress report of E. B. Stover, Better Business Campaign Director, showed the following department standings:

Signal	**150 %**
Agents	**137 %**
General Office	**113.5%**
Car Accounting	**106.6%**
Valuation	**100 %**
Telephone	**100 %**

What Would You Do?

"—and when the toastmaster called on me, the boys all snickered. But before I got through talking they laughed on the other side—"

He is a member of the Public Speaking Class, held every Thursday at 6:45 P. M. at the Michigan City Passenger Station. *Everybody* is welcome—nobody *has* to speak —*anybody* ca

First Aid Show at A. E. R. A. Gives Palm to Engineers

After the smoke of battle had cleared away, this is the way our First Aiders looked, at the March 30 Company Section meeting in the Michigan City Masonic Hall. Front row—the Engineers, technical winners, left to right: Wallace Lloyd, Lloyd Bantz, Jack Weber, Al Boller, John Kelley, Kenneth Kimmel. Second row, the high-score Girls' team, left to right: Elsie Costello, Imogene Hasemeyer, Mabel Farber, Evelyn Kieper, Loretta Arnold, Rose Mentag, Irene Sprencel, Marie Kelley. Third row—T. G. Hamilton, Assistant General Manager, and the Mechanical Department, left to right: George Finney, Earl Atkins, Anthony Knoll, Frank Silakowski, John Inman, and Lester Rudnick. D. F. Whitelaw, Jr., is at the end. Fourth row, J. K. Gray, Superintendent, Ray Glassman, Timekeeper, and the judges, the Electrical team from the Chicago Aurora and Elgin, left to right: Wm. Loser, M. Keller, D. J. Loser, H. N. Goodwin, George Voigt, and John Jeffrey. W. W. Clemmons, South Shore Line Safety Engineer, is at the right.

Engineers to Fight For Us at Chicago

(Continued from Page 1, Column 1)

sponsored by the Safety and Claim departments. It followed a number of addresses by officials of the departments in charge.

Four Problems Solved

Four First Aid problems were announced at the beginning of the contest by D. F. Whitelaw, Jr., of Chicago, instructor, who has had South Shore Line First Aid classes under tutelage the past year. The contesting teams were allowed two minutes in which to discuss plans of attacking each problem, and then the work began, the captains raising their hands at the conclusion and the timekeepers keeping score. The final tallies were: Mechanical 93.3, Engineering 95, and Girls 96.

Speakers included Samuel H. Reid, Vice-President of Bureau of Safety, Chicago; James Sweeney, Claim Agent, Gary, and C. P. Valleau, Freight Claim Agent, Michigan City. W. W. Clemmons, Safety Engineer, was in charge of the First Aid match. Music and dancing followed the program.

NEW ENGINES BRING JOY TO FREIGHTMEN

Temporarily peace reigns in the Operating Department. The two new freight locomotives, long and patiently awaited by Freight Superintendent S. H. Morrison, are here and doing business, and freight moves are vying with passenger in frequency, as compared with the conditions a year ago.

Nos. 1007 and 1008 are practically identical with the 1001-4 series—80-ton, Baldwin-built and Westinghouse-equipped. After a day or two of tuning up in the shops they were thrown into the line to sink or swim, and they have been swimming.

1928 Construction Work Is Under Way

(Continued from Page 1, Column 2)

1,800 to 3,000 square feet, by this measure, and "Andy" Culp and his freight house gang, whose picture appears on another page of this issue, will be more "sot up" than ever.

Ready by First

Grading is done, and work was to start the week of April 16 and be finished well within three weeks.

According to A. W. Oberfell, our General Freight Agent with offices at South Bend, the response of South Bend shippers to our new downtown station was too much for it, and almost before the building was in operation, shipments were coming in so fast that the truckers had difficulty in moving them. This addition will speed things up down there, affording our shippers the traditional South Shore Line satisfaction, and bringing up to par our service to receivers.

BUYING A HOME USUALLY MEANS SAVING MONEY OTHERWISE SPENT

By C. Edward Thorney

(This is the third of a series of Home Hints furnished the PANTAGRAPH by the Own Your Own Home Bureau regarding various phases of home ownership. Further information can be obtained from the Bureau offices at 72 West Adams Street, Chicago.)

EVERY American family should have an American home.

The way to start to own a home is to start. The friend with a flair for statistics may attempt to divert your attention. He may try to show you, with the aid of paper and pencil, that the difference between cost of renting and cost of buying, IF invested regularly in good securities, will, in the same length of time it takes to purchase a home, amount to more money than the value of the home.

Money Goes Anyway

The trap door through which this argument disappears is the "if." A man on a salary, particularly the man of family, finds ample needs for all the controllable currency he ever finds in his pay envelope. But a contract payment for a home must be met—and once made, its sticks.

Home owning is an old story. Millions have owned homes and millions more will. What men have done, men can do again.

Answers to Home Questions

"The attic of our home is extremely hot in summer. What can we do to make it cooler?"

Answer.—Use any one of the forms of wallboard especially prepared for insulation. Use a board that looks well in itself so as to avoid the muss of plastering. This insulating material will keep your home cooler in summer and warmer in winter.

"Which costs more, stained or enameled wood?"

Answer.—Assuming that the same kind of wood is used for the finish, enameling is more expensive than staining on account of the extra labor and materials required.

"Is it necessary to have metal lath in the bathroom?"

Answer.—It is necessary if you want a good and permanent job. Wood lath does not do well in a bathroom because there is so much moisture and consequent swelling and expanding will crack the plaster. Run metal lath up at least 6 feet 4 inches.

NEW RANDOLPH ST. TICKET BOOTH OPEN

The new South Shore Line ticket booth at Randolph Street (I. C. Station) is now open for business, equipped with all forms of tickets including parlor car reservations.

Messrs. William Scanlon and Thomas Harvey are the passenger agents in charge. The booth is at the north end of the Randolph Street Station concourse, at the foot of the stairs leading to the Randolph Street bridge and directly opposite the swinging doors which open on the subway boardwalk. Look for it as you pass through.

The Diner Crew

J. T. Speed
Supervisor

Dining cars must be properly manned and stocked with supplies and equipment to cope with all problems during the appointed trip. This is necessary because of the ever-fluctuating conditions in railroad passenger travel, of which there is no advance notice. A car may be serving on an average of twenty-five meals per day, but preparations should be made to increase the service to one hundred guests per day should the occasion arise, as is frequently the case.

The dining car steward must be a man of constant courtesy, unfailing tact, well groomed in his appearance, cheerful in manner and attentive. On his shoulders rests the full responsibility for the management of the car, conduct of employes in his charge, ordering of supplies and equipment, forming of special menus, and numerous other details. He should continually strive to eliminate the waste of supplies or the profligate use of equipment that costs money. He should stand for prompt, willing service and be ever on the alert to enforce all the rules at his command.

Help Must Smile

A big share of the success of this service rests with the cooks, pantrymen and waiters, who, under the most trying circumstances, must perform their work with a smile, because it's the voice with a smile that wins. Beside being mechanics in their line as culinary workers, each must also be somewhat of an acrobat to manage his duties on a swaying car going at high speed around curves with quick stops and jerks, performing satisfactorily and without mishap.

Safety Meetings

May

Freight Station Group, May 1, noon, South Bend Terminal.
Mechanical Department Group, May 1, 2:30 P. M., South Bend Terminal.
Bridge and Building Group, May 2, 6:45 A. M., Michigan City Shops.
Signal Department Group, May 2, 7:45 A. M., Michigan City Shops.
Mechanical Department Group, May 2, 11:00 A. M., Michigan City Shops.
Freight Station Group, May 2, 1:30 P. M., Michigan City Freight Station.
Flag and Gate Group, May 3, 6:30 A. M., Gary.
Trackmen Group, May 3, 7:30 A. M., Gary.
Electrical Department Group, May 3, 7:00 A. M.,* Gary.
Trackmen Group (Special Car), May 3, 9:00 A. M., Gary to South Bend.
Flag and Gate Group, May 3, 6:00 P. M., Gary.
Freight Station Group, May 4, 1:30 P. M.,* Gary.
Freight Station Group, May 4, 2:30 P. M.* East Chicago.
Freight Station Group, May 4, 3:30 P. M.,* Hammond.
Freight Station Group, May 4, 6:00 P. M.,* Kensington.
Trainmen Group, May 7, 10:00 P. M., Kensington.
Trainmen Group, May 9, 8:00 A. M. and 8:00 P. M., Randolph.
Mechanical Department Group, May 9, 2:00 P. M., Randolph.
Central Group, May 17, 1:45 P. M., General Office.

*Daylight Saving Time.

South Bend Freight Gang Is High-Toned

This South Bend freight station crew, with its brand new building and more to be built, is the "high-hat" outfit of the freight line now. Left to right, on the ground: John Shires, Trucker; W. L. Mummey, Tractor Driver; Miss Evalyn Knight, Cashier; Andy Culp, Freight Agent; James Kline, Foreman; I. K. Mummey, Chief Clerk. On the ledge: D. E. Taylor, Trucker; Roscoe Arnold, Trucker; James Rensberger, Trucker; Tom McCaskey, Tractor Driver; Chester Beck, Checker. C. E. Salisbury, Clerk, missed the picture.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

Vol. II APRIL, 1928 No. 4

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The PANTAGRAPH *by mail at home.***

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The Spirit of the Road

We, the South Shore Line, are an integral and vital part of this region. We are here to give the public an efficient passenger and freight service. To that end we are soundly financed, well managed, beautifully equipped, and organized to get the available business and hold it. So far, so good. But we must do something more than adjust ourselves to present conditions. We must anticipate future requirements. We must grow.

Well, some say, this company undoubtedly will grow. There will be more business and we shall expand accordingly. But what, in the last analysis, is any organization? Simply a number of *individuals* joined together for a common purpose. The growth of the South Shore, then, depends ultimately on the enlarged capacity of the individual employe. Each of us must have within himself the elements of growth. We may be performing our duties in a creditable manner, but are we doing little better today than yesterday? Do we develop our ideas? Are we ready for the future of this Company?

The word "growth" expresses the spirit of the South Shore Line. This spirit must be within us all if we are to meet the demands of the public, not only for the present, but as well for the greater developments of the future.

—Contributed by C. P. Valleau, Freight Claim Agent.

Can They Come Back?

Jack Dempsey tried it, and failed. Before him, Jeffries, and before Jeffries, John L. Sullivan. It is a favorite dictum of the sporting gentry that the come-back is a myth; it can not be done. Because the fact seems to apply so well to pugilism, racing, and all the other sports, it carries over into daily life, and "they say" of a business that has slipped to the verge of dissolution, "It will never come back." But that is not true.

The South Shore Line, which as the "Chicago, Lake Shore and South Bend Railroad," went slowly but inevitably down grade after the war to insolvency, has come back, with a bang. It has taken more than seven million dollars so far, the far-sight of our present management and the day-and-night energy of our operating heads, but we are back, and the story is only half told.

The South Shore Line serves a region which has a population of more than 400,000, as against 175,000 in 1907. It serves Chicago, whose prophets hesitate to put any limit on its growth. It penetrates the heart of the Calumet District, second largest industrial center in the world and getting bigger ever day. It covers the Dunes of Indiana, famous over the world as a place of outing charm and nature interest. It links up South Bend, an important manufacturing city, with all the West through Chicago, and it provides rapid service eastward from the Windy City through the congested switching district, for Chicago and western shippers.

The story is not half told; there is too much ahead, and "come-back" is hardly the right word. "Rebound" would be better.

—Suggested by T. G. Hamilton, Assistant General Manager.

Spring.

Spring is here and summer is coming; that means new life on the face of the earth. "Springitis" has a lot to answer for other than for the thoughts of the young. Even the rose bushes and the birds are affected, under its virulent attacks. Flowers are blooming, birds are singing, fish are biting, frogs are croaking, and people who have virtually been shut-ins all winter are beginning to stir, to move about, to get out and breathe some of the good spring air. Then, "Let us be up and doing with a heart for any fate," as the poet says, and get the people out into the great open to GO, to take week-end trips on our de luxe trains—the Dunes will soon be at their loveliest—get in line for a prize in the BETTER BUSINESS CAMPAIGN—for now, "ain't Nature grand," the way she is helping us out?

—Contributed by M. J. Naughton.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

He laughed when they told him the ladder was weak,
And remarked it would hold half a ton.
It cost him a hundred to settle the bill
When the doctor and nurses were done.

! ! !

NOT ON THE S. S. L.

"Am I late for the Marseilles express?"
"No, you are early."
"How long have I to wait? It is seven o'clock."
"Until tomorrow evening at 6:55."

—W. C. Eggert.

! ! !

Motor cop (to fair motorist): "You were speeding. I've got to pinch you."
Pauline: "Oh, please! If you must, do it where it won't show."

—W. J. Mallon.

! ! !

"Come to my party and bring something," the invitation read. So the Englishman brought a roast of beef, the Irishman a sack of potatoes, and the Scotchman a friend.

! ! !

FREIGHT BALLAD

A little nonsense to make you laugh,
If you read it in the Pantagraph:
Here's to engines 1001 to 4,
They take their tonnage
And then some more;
To 1005 and 1006,
Enough to make any motorman kick.
To 1007, 1008,
They bring you in in time for your date.
There are Fay and Powers—
They never brag
Of the time they make
With a heavy drag.
East of Broadway,
The train on the main,
They put out a flag
But stop any old train.
Then comes Doc Thayer,
One-half hour late.
He was put in at Miller
For a danged old freight.
By this you can see
Old Doc was sore.
Then he meets Ike and Mike
And gets stuck some more.
But "the freight must move—
The road must pay,
So step on the gas,"
Says J. K. Gray.
New lock at Ed. Hedstrom
Who stands and grins;
You can tell by his smile
It's the "Gold Dust Twins."
Then here's No. 9,
Again ten minutes shy,
Said he sawed by at Wilson
For Hanson and Frye.
Now I hope that my readers
Not one will get sore,
And if you like nonsense
Some day I'll write more.

—Louis Kriesel.

! ! !

Ja ever hear of a mixed quart-ette. Jamie and Bill Jones have a little vaudeville skit they have been practicin' lately, viz:

Jamie—"Bill, what time you cummin down in the mornin'?"
Bill—"Oh, 'bout a quarta tummates."
(Curtain.)

—C. L. Binger.

! ! !

Conductor—How old is this boy?
Lady—Four.
Conductor—How old are you, sonny?
Sonny—Four.
Conductor—Well, I'll let him ride free this time, but I know what he's gonna be when he grows up.
Lady—What is he gonna be?
Conductor—Either a liar or a giant.

—M. J. Naughton.

! ! !

April. All together now, children, "April showers—" Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Costello
Correspondent

C. F. Sudds of the Bookkeeping Department tells us he is leaving April 14th to accept a position with the North American Light & Power Company of Chicago. We're going to miss you, Chester, but we wish you all the success in the world.

Mr. Connell is trying to fill the whole Accounting Department room with his force. Two more have been added to the fast increasing Freight Accounting Department. They are John Farley who was formerly employed at the Michigan City Yard Office and Harold Flory who comes to us from the C. B. & Q. Railroad. They tell me they're both single, too.

Elmer Kluger has been spending the last few weeks in Kalamazoo in the interests of the motor coach freight business. Kluger says "hatching" is the "bunk," especially in Kalamazoo.

Titsworth Moves

Judson Titsworth took a day off not long ago to change his place of residence. Mr. Titsworth and family are now located at 715 Spring Street, Michigan City, Ind.

Miss Mary Phillips is the new steno "up front." Miss Phillips is a Michigan City girl and comes here from Blocksom & Company of this city to take the place of Elsie Costello, who has been transferred to the Bookkeeping Department.

"Spring is here!" Already the spring showers are in evidence. On March 26th, Mrs. A. J. Larson entertained her bridge club with a miscellaneous shower in honor of Miss Elva Westphal, formerly employed with this company, who will be married on April 23rd to Herschel Nicholson of Gary. The house was prettily decorated in delicate shades of pink and orchid and delicious refreshments were served.

On March 29th, Miss Lillian Meyer entertained with a personal shower in honor of Miss Westphal. The Meyer home was also very attractive in shades of yellow and orchid. Bridge was played and prizes won by Mrs. Larson and Mrs. James Boniface of LaPorte, who presented them to Miss Westphal.

Pictures Wanted

Who's going to be the next one to get their picture in the "Pantagraph"? Remember, all engaged couples are allowed to send in their photographs. Step right up, folks. We want another picture.

All those empty spaces (?) in the big office were caused by the departure of O. H. Hansen, Auditor Passenger Receipts, and his corps of assistants, J. H. Spears, Irene Sprencel, Dorothy Sprencel, Dorothy Bingamon, Florence Hartwig and Hazel Mell, who have been transferred to the Michigan City Terminal Building where they now have their offices.

It's all right to cut your finger or stub your toe around the office now. The girls' First Aid Class will take care of you. The girls showed them just how it was done at the last A. E. R. A. meeting. Just leave it to them!

Mr. Mitchell, our champion bachelor, does not prefer blondes. Mr. Mitchell being a gentleman, states that he has nothing in particular against blondes, but he thinks they ride merry-go-rounds more when young. That's a dizzy one.

Chicago Terminal

Merle D. Anton
Correspondent

March 20th was a great day for Superintendent of Passenger Service D. E. Ferner. It was an eight pound girl—mother and daughter are doing fine; so is the old man!

Mr. Insull, Jr., and a party made a tour of inspection March 15th, Chicago to Michigan City. An Illinois Central private car was attached to train No. 11 for the occasion. The party returned to Chicago on train No. 16.

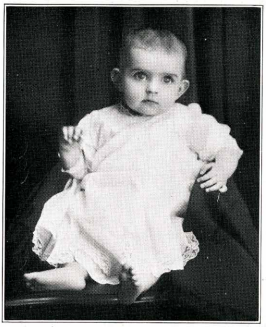
Baggagemen Gambrel and Duncan have assumed their seniority in train service, effective April 1, 1928. Mr. Dunning will be the new Baggageman at Randolph Street.

New Agents Busy

Messrs. Scanlon and Harney are the new ticket agents handling our parlor car and ticket sales exclusively at Randolph Street. The arrangement seems to have eliminated the ticket window congestion. The two young men are "doing their stuff."

Superintendent of Passenger Service Ferner and Trainmaster Anton were guests of District Passenger Agent Jamieson at an elaborate dinner given by the Passenger Club of Chicago. No one left hungry, and a good time was had by every one. The vaudeville acts were exceptionally good.

Whosit?



This is No. 3 of our "Whosit" series, and the hardest of all to guess. The best guesser of this baby picture will be in next issue.

And now as to those who preceded this: Yes, No. 1 was O. H. Hansen, Auditor of Passenger Receipts—he was recognized at sight. No. 2 was—no, not Mr. Jones—none other than Jack Weber, the bouncing baby boy of the Ways and Structures Department.

Conductors

Louis Kriesel
Correspondent

Collector Kelley's wife made her first trip on the South Shore Line a few days ago.

Boarded Conductor Hoffman's train the other evening and saw that he had a brand new haircut. I remarked about it and he said, "Yes, my wife rode with me the other evening and saw me tucking it under my cap, so she gave me the price."

Order your spring chickens and spring eggs now. Gene Hall has just stocked up with 1500 baby chicks.

Harry Stein is burning up the road with a new Pontiac. They still are making Stars, Harry.

Frankie Changes Over

Conductor Fields has invested in a new electric lamp because the boys at South Bend have been charging him for filling his oil lamps. Frankie also wishes that he had a longer lay-over at Randolph Street so he would have more time to visit with the "Twin Telephone Operators," Laura and Lorain.

Conductor Bartles had better get off of his South Bend night run, it doesn't seem to agree with him. He is losing a lot of weight, and maybe some sleep.

It won't be long now till we have another new conductor, "Frenchy."

Charlie Lambka was on the sick list for a few days with a bad cold in his throat. He said he got it at the Conductors' Dance. Too much cold air.

Hedstrom Ill

Bill Hedstrom was off for a few days with a touch of the "flu."

Jack Faulknor just gained 10 pounds in the last two weeks. How much more?

Bob Reppert is driving a new Hudson.

Conductor Clouston wants to hire a clerk to take care of his mail.

Fred Begeman is still with us. We did not see much of him on these late runs, but he now has an early afternoon job. He looks well and happy.

Collector Bowling does not like to be called by his last name, and wants everybody to know that his first name is "Morris."

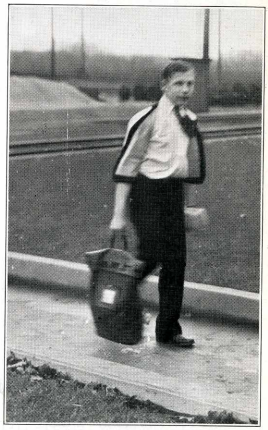
Dining and Parlor Cars

L. J. Hile
Correspondent

It won't be long now until we will again have the pleasure of serving our good patrons who have their summer homes at Michigan City. In fact, we have a few of them back with us already. The dining car department is glad to see and welcome them back and will continue to please them in the same old way.

A great many employes we note are taking advantage of our dining service of late and we are happy to have them with us at anytime. We learn from one of our recent patrons that a great many of the employes are under the impression that the diner meals are prohibitive in price, and the writer wishes

Where Izzie?



The responsibility for South Shore Line mail rests with this enterprising young man on the Accounting side of the General Office, Isadore Barnberg. The camera caught him in a blur as he streaked from the train to the office, intent on getting the mail out in his customary 75 seconds.

ALONG THE SOUTH SHORE LINE

to correct this false impression: Take, for instance, our famous South Shore Omelette —priced at 65c, this item includes the following:

3 Fresh Eggs to Omelette
2 Slices of Toast
2 Strips of Bacon
1 Ramekin of Fine Peas
1 Good portion of French Fried Potatoes.

Where can you get better service at the price? And besides we have numerous other Specials at proportionate rates. Bring along your friends some evening and give us a trial. We'll give you something you will be glad to tell your friends about. Also remember we like to have you keep our service in mind when you hear of any special parties.

Another thing we wish to call to your attention is that we can supply you with good recipes in the event the wife wants it.

Mr. Speed is now located in his new apartment at 1501 E. 64th Street. His telephone number remains the same as before, Plaza 3979.

Calls the Roll

Stewards Hile, Bennett and Muller are taking good care of all dining car patrons, as usual.

Chefs Peteet, Kincaid and Johnson are cooking, carving and garnishing better than ever.

Second Cooks Johnson, Thompson and Jackson are taking good care to see that the chefs have everything to work with and are very capable in the cooking art as well.

Waiters L. Jones, R. Garrett and E. Roberts, who also act as Pantrymen, continue to make up those delicious salads and dressing.

Waiters H. Peak, L. Grady, Dandridge and Richardson can be counted on for prompt and courteous service.

Porters Crawford and Haynes are taking care of the Parlor Cars the way they should be handled, first-class.

Electrical Department

Charles Ludden
Correspondent

Frank Scrivnor, Foreman, spent a week at home sick and F. T. D. He says he was in an awful fix; he had a bad case of grip and no whiskey in the house.

Pete Mitchell, Lineman, says his car is just about ready to come out of the repair shop. It was badly smashed up the last time it was stolen. We suggest that you invest in some padlocks, Pete.

Guy Hunt, Lineman, went to Wheaton recently to visit friends. He says it was because the air out there was so good that he overstayed his leave about a week.

Lew Howard, Lineman, wants to get off for a while to go fishing in Wisconsin. He went hunting in Pennsylvania last winter and saw lots of tracks but no deer. Hope you have better luck with the fish, Lew.

Hot Wire Warms 'Em

Oscar Cook, Lineman, and Merle Aldrich, Electrical Engineer, recently went out to Sagunay on a case of trouble. They were so cold that they could hardly move until a hot wire came down and started some fireworks. They then beat all speed records. Oscar says he was a little slow in getting over the fence, and that Merle was at least six feet above him when he went by.

Hank Thornsen, Helper, the most confirmed of our old bachelors, is reported to be seriously considering matrimony. Congratulations, Hank; who is the lucky girl?

A. Shellenberg, Helper, is on the job as usual, but has not made any trips to the State Line lately. Why not, Shelly?

E. King, Helper, a former member of the Line Gang, is back with us again after spending most of the winter in the Shops. Welcome back, King.

Telephone

The many friends of V. E. Code, Telephone Foreman, are, I am sure, missing him since he has left us. However, we should all be glad that he has secured a fine position with the United Telephone Company, "Somewhere in Texas." We do not know just what town he will be located in yet. We hated to see you leave, Virgil, but if you had to go, we are glad you had such good luck and picked out such a good state.

The operators, Irene and Martha, presented Code with a fine monogrammed fountain pen. We are reliably informed that the girls, after using up all available handkerchiefs, called on George to get the mop. Code sneaked back of the switchboard to dry his own eyes in private.

Double, Double, Toil and Trouble

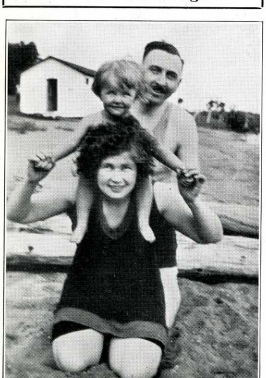
John "Tiewire" Hasemeyer, trouble man, says that except for taking care of about double the usual amount of telephone and line trouble and fixing up a fence that a neighbor persists in running over, he hasn't done much the past month.

Irene Gottshaw, Operator, is looking rather dreamy-eyed these days. We wonder if it is the thought of an approaching wedding or is the spring weather making her fancy wander????

Martha Bartels, Operator, who insists that she never even looks at the opposite sex, has been seen spending a large part of her Sundays riding around in a certain car. She insists that it is her "Brother." Sure, we believe you, Martha. Isn't Spring wonderful?

Maxine Quinn is the new relief operator and gives every promise of being an A No. 1 plug pusher. Good luck to you, Maxine; at the rate things are going with Irene and Martha it won't be long before you are filling a vacancy in the regular list.

The Fraunbergs



Mamma, Betty Lou, and Jack.

General Offices

M. J. Naughton
Correspondent

There is a destiny that makes us brothers,
None goes his way alone;
All that we send into the lives of others
Comes back into our own.

Oh, say, can you see—Easter Sunday morning in Gary, and Frank Winegar faring forth in a new DERBY and light tan suit! He tells us that stiff hats are worn by the elite. You tell 'em, kid—but a word to the wise is sufficient. Frank, if you value your equilibrium, we beseech you, do not wear that hat down here! We're neutral; we refuse to take sides with either party.

The Car Accounting Department, presided over by Raymond Hotchkiss, is a very busy spot. They have had to add another clerk, and with the work piling up, it looks as if there will have to be another addition to the family. The personnel of this department consists of George Scrivani, he of the melodious voice; Jimmy Haller with a longing for Rockford, and the latest arrival William Sever, of South Bend—some bunch!

Fred Williamson is so disconsolate these days—his wife has been gone THREE whole days on her five-week vacation trip. Fred is figuring out right now that this would be about the best time of the year for him to take a vacation—we knew you would soon follow the wife and baby. Kenneth says living in Gary and working here is not what it's cracked up to be—has to get up with the milkman in order to get to the office on time.

Oh, Lookey Me!

The smiling little lady pictured below so closely resembles her dad it seems almost unnecessary to tell you that her name is Powers. She is Virginia Clara Powers, 4 years old, the smiling, happy daughter of Conductor Jim Powers—see the resemblance now—for who ever saw Jim without a smile? The little miss thinks it quite a lark having her picture taken in the park on a visit to her aunt in Hammond. She is a familiar figure around the Michigan City terminal, accompanied by her grandad, with whom she goes a-marketing—is a good judge of fruit, and incidentally likes her candy on the side. She is an only child, but not the proverbial "spoiled child." She makes friends easily and is a lovable little youngster.

And speaking of fishing—why does that always bring a smile to our faces as invariably our thoughts turn to O. Henry Hansen (late of the General Office crowd), now with headquarters at the Michigan City terminal? Henry is known as one of the most accommodating men on the South Shore—always punctual—always truthful. Nevertheless and notwithstanding, he is said to fit the picture of, "The fisherman goeth forth in the morning full of hope, but returneth in the evening downcast

John in His Sanctum

This is the old "Wizard of the Line" himself, John Fogarty, Chief Dispatcher. It is said he can cock his ear and hear the trains rolling out of any siding on the railroad; and if he ever turns his talents to chess, his genius in unraveling the complications of the dispatchers' board behind him will make him champion of the world. Happy days, John.

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and empty handed, and the truth is not in him." When it comes to fishing and story telling, Henry stands without a peer.

Mabel's Children

Billy, aged six, and Marjorie, five years old, are the children of Mabel Farber, Distribution Clerk in the Accounting Department, and Glenn Farber, who died two years ago, and was one of the best liked of the old-time motormen. We are all very much interested in these children as we watch each day for them to greet their mother on her return from the office. Billy says "It's great sport riding a bicycle on the pavement, but mother won't let us ride in the street car tracks, although she rides in 'em in a South Shore car every day going to work—but mother believes in Safety First—and, say, were you at the party Friday night, and did you see my mother take the first prize in the First Aid team?" Poor Billy seems to have his hands full keeping tab and preaching Safety First to his sister. He has promised his mother to keep a watchful eye over Marjorie. Billy seems to have learned young that "it's just awful trying to keep up with the wild, wild wimmen."

Hear Ye! Hear Ye!

"Oh, somewhere in this favored land the sun is shinging bright,
The band is playing somewhere, and somewhere hearts are light,
And somewhere men are laughing, and somewhere children shout,
But there is no joy in Mudville, Mighty Casey has struck out."

And what's the matter with the Better Business crowd? Why could we not have the Cubs' Park moved over to Michigan City—we have about all the other attractions.

April 11th—someone paging Jamie and Wood? Oh where, oh where, are they? ? ? "C'mon, Babe, sock that pill!"

Thomas G. Hamilton returned from the South with a good coat of becoming tan, looking rested, but has been working like a beaver since his return. His vacation certainly did him good.

Little Miss Lewis

Here is little Miss Harriet Alberta Lewis, 18 months old, with her chubby little face all smiles as she takes her dolly out in the woods to see the rabbits play. Her father, Mr. Edward Lewis, of the busy Freight Revenue Department, is one of the regulars at the Public Speaking Course, and has delivered some ringing addresses, and is slated some day to go out and "preach" the advantages of SOUTH SHORE SERVICE.

Evelyn Kieper is one of the Auditing crowd who believed in moving. She has joined the publicity department, and thinks the way for even a girl to get along in the world is "to go west." Welcome to the West Side, Evvy. We certainly enjoy the cute dimples and genial good nature.

Wonder what Martha heard at the matinee Tuesday afternoon? She says she'll never tell—stingy!

J. K.'s office presents a very busy scene these days. Faithful "Scuffie" is always on the job. Laura is working hard on her "figgers." Genial Lilah keeps pegging away—and as for Heiney, she is here, there and everywhere helping out. That girl is a demon for work. J. K. is sporting a good looking Easter grey suit with a little red line in it—says that a little touch of red always tones up the dullness of men's attire.

Clemmie, our Safety First Man, is busy these days with the elections out in his burg. No, indeed, he does not reside in Michigan City. His home is in Trail Creek Village and he is introducing the Commission Manager form of government. More power to you, Clemmie!

And now "along comes John Fogarty." It may storm, it may rain, it may thunder, the wires may be down, the line may be all tied up—but who is always there busy as can be, directing operations? Why, John, of course. Always working like a beaver since he first came to the South Shore in 1911. He confided to ye correspondent that he loves the old crowd, God bless 'em—but (with more giggling than a young girl) "I do like the short skirts the girls are wearing, they look so cute"—and there you have him—a human being after all. "Dispatchers may come, and dispatchers may go, but John will go on forever."

Mechanical Department

A. C. Tews
Correspondent

Mrs. Herman Rojhan and daughter, family of our brake inspector at Shops, visited with her parents in Kokomo, Indiana, during the early part of this year.

The Mechanical Department has given up one of its efficient workmen to the barber trade. Walter Markel has resigned to study this work and, no doubt, will make good in his new endeavor. We're for you, Walt!

Ray Is 27

Night Inspector Helper Ray Ruetz passed his 27th birthday a few days ago. He says he had a delightful time, "At work as usual." We are also glad to hear that Mrs. Ruetz, who recently underwent a serious operation, is getting along nicely and is able to be up and around.

Otto Meer, the champion "woman hater" of the shops, is weakening—as he and Marvin Crory were recently overheard in a heated argument regarding a certain one of the fair sex.

Farm life holds a fascination for Painter August Stick. He takes great interest in stock and farm life. No doubt, some day when he retires he will take to the farm.

Carpenter Edw. Schultz and son, Edward, Jr., report having a fine time catching a mess of fish in Vail's creek about a week ago.

We now have a blackface comedian in the Shops. None other than Jolly Fred Meer. He was seen performing in this role; also by looking very closely we find that he is starting to raise a misplaced eyebrow—maybe this is the cause of the disguise.

We understand there are crossed wires on other appliances than telephones. Gregory Phelan, Truckman, found this true after many tiresome hours of work on his Oakland. He had the wires to the spark plugs crossed, causing his engine to be "missing."

On April 1st, 1928, there was a family reunion at the farm of Otto Gruenke in honor of the 101st birthday of Grandma Schultz, who is the grandmother of Mrs. August Stick, wife of August Stick, Painter at the Shops. About 25 persons attended the party. Messrs. Stick and Hagelmayer, who also attended, report having a fine time. The guest of honor is still enjoying reasonably good health and looks forward to a few more years with those she loves.

1st Ole—How many, Ole?
2nd Ole—None here, Ole.
1st Ole—Set 'em, Ole.
I'll grease 'er.

(Conversation between H. Rojahn and H. Krueger when car is brought in for inspection.)

Look closely, if you must, we have neither wild beast nor unruly convict in the cage. But we do have Mr. Lester Rudnick, Machinist employed in the Mechanical Department. Why in the cage, you ask? He was about to be taken for a "ride," which started at the east end of the Shop Department at the close of the day, just as the shop and offices were dismissed. The procession then moved downtown to Franklin Street to Michigan Street, around the Courthouse, South on Franklin to 11th Street and thence out to the home of Miss Agnes Kramer, daughter of Mr. and Mrs. Adam Kramer, residing near Coolspring Avenue and Waterford Road, Michigan City. Here it became necessary for the bride-to-be to uncrate her imprisoned lover. We might say that you see him as "Wild Bill," but it's "Sweet William" now, as he and Miss Kramer were married on April 10th, 1928.

Mr. Rudnick will be remembered by most of the South Shore Family as one of the Shop Department First Aiders who were in the contest at the last A. E. R. A. meeting. He came to the South Shore in April, 1920, and with the exception of 16 months, has been in the constant employ of this company, serving his apprenticeship and later being promoted to Machinist.

We take pleasure in extending to Mr. Rudnick our hearty congratulations and sincere wishes for a long and happy wedded life.

Otis Stafford, Inspector Helper at Shops, left on April 10th for a two weeks' trip in his Star coach for Dysburg, Tennessee. Accompanying him are his mother, sister, Miss Beaula, and Mrs. Lena Stafford. Dysburg is the home town of the Staffords and, no doubt, they will have a very fine visit.

Signals

W. M. Lloyd
Correspondent

Little Ben's Troubles

If you want to know what makes father's hair turn gray, B. L. Smith can no doubt tell you. Ben Jr. recently took a nose dive out of a rocking chair and almost bit his tongue off. He had just recovered from that when he contracted a severe cold in the bronchial tubes. B. L. says it is just one thing after another and what it will be next, time alone will tell.

Louis TenVoorde, better known as "Unk," is considered one of the best dressed signal maintainers. We were complimenting "Unk" on his good taste recently when he said, "You ain't seen nothing yet." We are waiting for Easter for we feel sure that is the time "Unk" referred to.

Osborn and B. B. C.

Ralph Osborn is rapidly becoming one of the king pins in the Better Business Campaign. Ralph has his ears and eyes open and very few tips get away from him. In fact if he keeps on we are going to have to put the third addition on the Department thermometer.

We don't know a thing about the remaining member of our maintainers, W. J. Talbott, but he is on the job and working hard trying to keep sides on the crossing gates for the automobile drivers to knock off. At present the race seems to be in Talbott's favor, but summer is coming.

ALONG THE SOUTH SHORE LINE

B. L. Smith, Supervisor, spent several days at the National Railway Appliance Show in Chicago where he attended both the show and the meetings held in connection. Many o'd acquaintances were renewed and no doubt some hot stove railroading was done.

Maintainers Braginton, TenVoorde, Talbott and Osborn attended the show and foreman Duclos and several of his men were present at the night session. Many new and interesting appliances for railroad work were on display and every one felt that the exhibit was very interesting as well as instructive.

Duclos Moves Here

R. W. Duclos, Construction Foreman, is now a full fledged resident of Michigan City, having recently moved his family here from Marion, Iowa. Duc likes the town fine but says he cannot indulge in his secret passion as much as he did when in Marion. Duc is very fond of ice cream and being a good friend of the local creamery man at Marion he was able to indulge to his heart's content. He has not made the local dairymen's acquaintance yet but when he does we bet he will be sitting on top of the world.

W. E. Braginton was overcome with the urge of spring and took it out on his motor car. After a thorough cleaning and overhauling, he painted it in the standard colors of the railroad, and in the vernacular, "She's a mean job."

Freight

A. C. Culp
Correspondent

We are glad to welcome Mr. Salisbury, formerly of New Carlisle, into our midst. We hope that Mr. Salisbury will enjoy his work with us in the new South Bend freight office.

"Jimmy" Rensberger says he has a "wonder watch." Every time he looks at it, he wonders what time it is.

We have noticed something peculiar about the readiness of the warehouse men to wait on customers. Whenever a fair lady makes her appearance, every last one of them rush to help her, but the truck drivers have to ask for help. That's right, boys, we admire your gallantry.

B. H. Briggs, our warehouse foreman, is taking six weeks' vacation. Could it be possible that the "wedding bells" will ring? We thought Ben was a confirmed bachelor, but you never can tell. In his absence James Kline is taking his place and Chester Beck is acting as checker.

Another Mummey Employed

We are now using two tractors to transfer the freight from Olive Street to the new downtown freight house. W. L. Mummey is the new tractor driver.

John Shires and Roscoe Arnold have recently been added to the force. "Howdy do, hope you like our South Shore family."

Tom McCaskey, tractor driver, has moved his family and goods from Chicago to South Bend.

I. K. Mummey, chief clerk, has recently taken up permanent residence in South Bend. He, with his mother and brother, formerly lived in Hammond.

Henry Toellner had a very narrow escape recently, when he figured in an accident. A car occupied by a number of students drove into Hank's car, then hit two more autos before it stopped. One of the students was killed. Hank has been thanking his lucky stars ever since, that although his car was damaged, he was not seriously hurt.

Station Is Crowded

Some of us fondly remember the days at the old freight house when the cars were light and one could snatch a nap now and then when there was nothing to do. But "them days is gone forever." Are we busy? We have so much business that one drayman was heard to remark, "This place is so full you have to go outside to change your mind." The more business we have, the happier we are. It makes life all the more interesting.

Everybody down here is on his "tip-toes," so to speak, especially Andy Culp, who has been here, there, and everywhere; and D. E. Taylor, who still finds plenty to do.

Evalyn Knight says that when she has been cashier a few years longer, she will be qualified for the Diplomatic Service. For instance, questions and complaints like the following must be daily answered in a manner satisfactory to the patron: "Why don't I get my freight?" (99 times in a hundred it hasn't been shipped); "If I have to pay storage I won't ship South Shore"; "I thought you had over-night service" (when the shipment was received after the freight train had left).

South Bend Terminal

C. W. Veach
Correspondent

We have received some very fine compliments for our new ticket agent, Mr. Walter C. Eggert. This makes us all feel good, Walter.

Our second trick ticket agent, Pete Gillis, made his first trip to Chicago the other day. Understand Pete got lost on the big city. Now he thinks South Bend is the best in the whole wide world. Pete has lived here all his life. There are many fine things that can be said about this young man. He is to graduate from South Bend High School in June, and expects to enter Notre Dame next Fall.

Charlie at Work Again

Charlie Hall, porter at South Bend station, is again back on the job after a few weeks out of service. Charlie says the only worries he has now are floors and windows.

Frank Steffaniak of the Traffic Department offered the writer a cigar the other day. I'll admit it was a fine smoke, but Gee-whiz, don't like a feller to beat around all the time for reciprocation.

H. W. Sausaman invested in a new living room suite the other day. Now he has a loving wife.

We have discovered that A. W. Oberfell is a very fine singer. Music comes right from his heart. It was just after a telephone conversation; all we heard of the conversation was, "She is not coming." You may guess who, or still better, ask A. W. O.

Traffic Department

C. L. Binger
Correspondent

Thank God, March comes only once every year. Its seductive influence has caused three of our members to take the count, because of "Flu." Miss Clarissa Ely has been confined to her home in "Valpo." Mrs. Straith was ordered to stay in bed, and Miss Crabb is back after having been ill for a week.

One of our new members, F. A. Metzger (Metzger is a first name but won't divulge it) is complaining of writer's cramp. Metzger's job consists of keeping records of the receipt and delivery of carload shipments. Think what a job it must be to book so many cars in 26 days two times. He's a busy man these days.

Jamie's raisinell coz the passenger trains are running second section to freight.—Oh rawsberry, piffle and all that sawt o' thing, sez 'ee.

Sinus?

Mr. Petersen is complaining of sinus trouble. He has been under the doctor's care for the past week, but still keeps his hand on. Wonder if it's sinus or "sign4us" which is bothering him most.

"Goliath" Hodgetts and Louanna Wood are reported as prospering. Both "Les" and Dwight have that tired look, and are getting flat footed. Dwight is getting the bad habit of stuttering, or is it a more subtle influence working on him; overheard this t'other day, while he was talking to Mamma Wood: Goo-Goo-Goo——Goodbye.

Don't suppose anyone knows much about Bill Pemberton, our genial, efficient and erudite crevassing messenger and junior clerk. He hasn't been on the pan as yet, but for the information of those who know Bill, we want to say: He's showin' signs of spri'g—all dolled up in some spiffy new rags. Whatser-name, Bill?

Jack Fraunberg has a middle name. It's Bailey. We call him Jack for short, coz he's so long. By the way, Jack is the papa of a cute little girl who is just beginning to talk. Her name is "Betty Lou." Betty's the cutest thing ya ever saw. Tryin' to get her picture in this issue. Keep lookin' and maybe y'll see it somewhere. What about it ed', can ya make space for it?

Mrs. McIntosh got Mac a pair of spats while shopping the other day. Ya all know Mac is rather conservative and is superstitious about spats. Lamp the name, however, and you may well know that the spats are going to serve a purpose. Mac took them over to Klein's "fixemwhileyawait" place and had them half soled and heeled.

Way and Structures Dept.

Jack Weber
Correspondent

We regret to inform our many readers that Mr. W. A. Underwood has been a patient at the Wesley Memorial Hospital, Chicago, for the last three weeks undergoing treatments for his eyes. Though his condition is much improved, he will not be able to leave the hospital for some time. The Way and Structures department hope for a speedy recovery and would like to see him back at his desk soon.

Mrs. Kimmel has new duties to perform since she and Kenneth have moved to their new apartment at 8th and Madison in Gary. Pauline says it's lots of fun getting meals, but she has a dickens of a time trying to think up something good to eat. Kenneth likes variety.

If there is anyone busier than W. J. Mallo, I would like to see him. In the absence of Mr. Underwood, Mr. Mallo has been kept busy getting everything in order for the 1928 construction season. Construction has started and will continue rapidly if weather conditions allow.

To Mrs. Bantz's Cooking

The Engineering Department is happy for they won the First Aid contest. But with this happiness comes a lot of work, preparing for the big contest. All the men on the First Aid team are working hard to make a good showing at Chicago.

The Correspondent of this column had an invitation to Mr. & Mrs. L. E. Bantz's home for dinner last week. I can now see why Lloyd is getting fat, for the meal we got was wonderful.

Mr. G. Millbrath succeeds Mr. Clemmons as our Section Foreman at South Bend. Mr. Millbrath is formerly from Knox, Indiana.

Guy VanDusen, one of our oldest Section Foremen, in service for 10 years, reports good track condition through New Carlisle, Indiana.

Dave Bennett, Section Foreman in Section Three, has been busy repairing the track in his section.

Jenkins' New Assistant

Harry Jenkins has been made Asst. Foreman on the Steel Laying Gang.

Bill Moore is still worrying about the rail through Michigan City.

Ed Rapp says his troubles are over, for he has practically all new hundred pound rail in his section.

Sebe DeHaan also has little rail trouble, for his section has the new hundred pound rail.

Mike Bitner is the happiest section foreman on the line. Mike started beautifying the yard around the Gary Section House.

O. F. Harvey is now extra gang foreman in charge of laying new hundred pound rail from Oak Hill to Sheridan.

Joe Heads Extra Gang

T. F. Corcoran, Section Foreman in Hammond, is keeping rail in good shape, also repairing railroad crossings in his section.

Joe Salvato has been made extra gang foreman on the Surfacing Gang. Joe was our Section Foreman at Hegewisch.

Elmer Will, our congenial Timekeeper in the Roadmaster's office, is an early riser. Elmer gets up at five in the morning and is at the office at six. He finishes his work in the office and is out on the line the rest of the day.

Richard Kenton is back on the job working with O. F. Harvey's extra steel-laying gang as timekeeper.

A. M. Boller is getting his fishing tackle ready for a heavy season this year. Now that Al is married he has a lot of time on his hands that he doesn't know what to do with.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 | MAY, 1928 | No. 5

NEW PRIZES UP IN B. B. C.

RAIL JOBS NEARLY DONE; ROADMASTER EXPLAINS THE WORK

Two Gangs in Race Eastward to Sheridan—Tamarack Is Moving Fast.

Two miles left on the Oak Hill-Sheridan rail relaying job, and the new Tamarack siding to be completed this month—this is the present status of our new track program. The surfacing gang on the big 100-pound rail assignment is coming along just behind the layers.

On the Tamarack siding, grading is completed, No. 20 switch ties are installed, cross ties placed and 100-pound rail and fastenings unloaded.

O. F. Harvey, veteran Foreman, and Harry Jenkins, Assistant Foreman, are hurrying the men along to a rapid completion of the big job, and Joe Salvato, surfacing Foreman, assisted by Sam Havens, is keeping the fire hot under Harvey's gang, with only three miles separating the two. Mr. Harvey has 65 men, Joe 55, and the race is to the swiftest.

Harvey and Jenkins

The business of replacing track is a high-pressure one, involving great responsibility on the foreman in charge and constant forethought for the safety of the trains, the men, and the saving of time and materials. The way it is done, according to John Hubenthal, Roadmaster, is something like this:

Rail and other materials unloaded, the angle bars are bolted to one end of each rail before laying begins. Then spike-pullers go along and remove as many spikes from the old rail as will still permit trains to run in safety. The adz men then go down the track, cutting wider the ties to receive the new rail, so it will seat properly, and driving creosoted wooden plugs into the opened holes, thus providing a solid tie again.

The foreman must reckon on train schedules, so as to be ready to let the trains through without delay. Keeping this in mind, and with the tie ... distributed ready for use, the ...vaint time begins. The re-

...tinued on Page 2, Column 3)

Party Moves Will Be Sole Objective for Second Period

First Stretch Awards to Appear in June Issue of Pantagraph; New Type Trips Suggested

Special party moves and a series of new and more attractive prizes figure in the second period of the Better Business Campaign under way May 1, according to plans announced by the committee.

Since summer is here and the time is so opportune to obtain party moves, it has been decided to concentrate on this type of business, as pointed out in a previous issue of the Pantagraph. Credit will be given only to Boosters who turn in tips which produce group travel.

Travel Prize

The award system has been changed to offer Boosters a more concrete and desirable objective in their Better Business work. The first prize is a three-day all-expense trip to any place desired within a radius of 100 miles of Chicago, reached by affiliated rail or coach lines. The winner will have the choice of destination, the three days' time, and all expenses paid, for himself and a member of his immediate family. The region thrown open by this offer is replete with interesting places, and transportation connections are such that he can spend practically the entire three days at destination, at no cost whatever to himself. The prize will include all transportation expenses, hotel bills, meals, and recreational expense, with whatever incidentals are necessary to complete the vacation.

Other Awards

There will be prizes for other leaders also, to be kept secret until announced in the August Pantagraph.

The awards for the first period of the Campaign probably will be ready for announcement in the June issue

(Continued on Page 2, Col. 2)

FOUR ORATORS END SEASON WITH TALK BEFORE GARY LIONS

Public Speaking Class Closes Books for the Summer; Resume Next Fall

Winding up the season with a "big league" demonstration before the Gary Lions' Club, May 9, four members of our Public Speaking Class presented as many phases of South Shore Line operation in four five-minute talks that won unstinted praise on every hand.

John Kelley, Way and Structures, talked on track laying; John Inman, Mechanical, explained car and motor inspection; Wallace Lloyd, of the Signals, put over the story of the red and green boards, and Charles Ludden, Electrical, talked "overhead." E. B. Stover, Better Business Director and one of the charter members of the Speakers' Bureau, acted as bellwether for the contingent. The party was assured by a number of Lions at the close of the meeting that they were ready to listen to talks like that any time.

Class Statistics

The Public Speaking Class, which started December 1 under the direction of H. D. Hughes of Chicago, held its final meeting before the summer period of inactivity the night of May 3. It is planned to resume meetings early in October, elect new officers and carry through a more successful season than the first, if possible. Plans for a campaign for new members from all departments of the railroad were talked over.

During the past season, 17 meetings were held, with the attendance averaging around twenty, although 63 members were officially registered. Seventy prepared addresses were given, forty extemporaneous. O. H. Hansen, Auditor of Passenger Receipts, was the only member who scored 100 per cent in attendance.

Do You Read "Lines?"

Owing to the rush of internal events that have to be chronicled in the PANTAGRAPH, it is becoming impossible to reprint news from the SOUTH SHORE LINES bulletin, which alternates with this paper every two weeks. Watch for the LINES—now on cars and in stations between the first and fifth of each month—read it—then you'll get all the news about our railroad, both public and internal.

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The Randolphers

This is the Randolph St. Mechanical gang, as many as could be assembled for a picture. Listed in order, left to right, with their titles and time in South Shore service, they are:

Front row: Ray McCoy, Inspector Helper, 14 months; George Sydow, Inspector Helper, 18 months; T. H. Baker, Cleaner, 6 months; Fred Raska, Inspector Helper, 10 months. Rear row: Charles Mason, Inspector Helper, 17 years; Henry Harbart, Cleaner, 7 months; S. F. Day, Inspector in charge of second trick, 19 months; Otto Menke, Cleaner, 6 months: E. M. Day, Chief Inspector at this terminal, 15 years. Men on other tricks who could not be "shot" are: George Clark, Inspector Helper, 8 months; J. Wendall Marks, Inspector in charge of third trick, 20 months; R. Bailey, Cleaner, 7 months; Roy Goodwin, Inspector Helper, 16 months.

Long Service

Mr. Mason was employed in 1909 by Mr. Gray, who was then in charge of terminal men at Gary. He worked there four years, after which time he was transferred to Calumet. He worked there for 13 years, nights, on city cars which were operated by this company between Calumet and Indiana Harbor. In 1926, when A. C. power was abandoned, Mr. Mason was transferred to the Shops, then to Randolph St. among the group above. He has enjoyed a NO ACCIDENT RECORD with only two exceptions when holdup men struck him on the head and relieved him of a fare box which he had just removed from the cars. His record for continuous everyday application to his work may well be envied by everybody on the line.

E. M. Day, who is now in charge of Inspectors at this terminal, also has quite a record. It dates back to November, 1913, when he went to work at Pullman, the western terminal of the cars at that time. Mr. Day possesses a disposition which fits him for the position, and is one of the most faithful of the employes of the Mechanical Department.

We hope he will have many more years to spend in the work he has done so well in the past.

—Art Tews.

New Prizes, Party Moves Mark B. B. C.

(Continued from Page 1, Col. 3)

of the Pantagraph. A large volume of tips were received, according to E. B. Stover, Director, and considerable calculating will have to be done before the Committee is ready to act.

"People are getting the habit of traveling in groups to places of interest," Mr. Stover said, in connection with the limiting of the B. B. C. to party business. "There is more profitable business per unit cost to the railroad in this type of travel than in any other, hence the Committee has become convinced that our Boosters ought to concentrate on it.

Conciliation Tours

"One of the newest and most attractive travel schemes we have had offered to us to develop is the Reconciliation Tours in and around Chicago. These are held every Saturday under the direction of Ira I. Jenkins of Chicago University, and take in such points of interest as Chinatown; Polish settlements in Chicago; Prisons, Courts and Crime, and the like. Full details on this proposition are at the Better Business desk, and Boosters who would like to be informed of them are welcome to come in and talk things over."

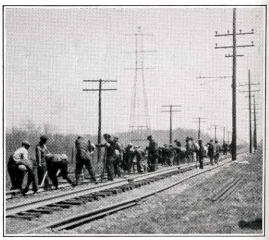
Roadmaster Tells of New Rail Work

(Continued from Page 1, Col. 1)

maining spikes in the old rail are pulled and the rail pushed out to one side. The tongs-men then pick up the 100-pound rails one at a time and place them in position. If a train is due, the foreman has a 100-pound rail tapered at one end to 70-pound size, (in this case), with a 70-pound switch-point on the end of that. This length is inserted on the end of the line of new rail and the switch point clamped up against the side of the old rail at the place where it runs in from the side. The train passes over this, the taper rail is removed and the work goes on.

After the new rail is placed, the spiking gang follows and spikes every fourth tie. The bolter puts the second bolt through the angle bars. Then comes the full-spiking and full-bolting gangs, and the laying is complete.

The surfacing gang, behind the layers, first spaces joint ties, and places other ties where necessary, 22 inches apart. The rail anchor tie-plates are then applied, four to each rail opposite every joint. The foreman makes a survey to see how much he can raise the track, usually one-half to two inches, according to the bal-



last available. The track is raised by means of a spot board, and the joint ties are shovel-tamped. Ties between the joints are tamped by our new electric gravel ballast tamper, which completes approximately 1,500 feet of track a day. The tamper is followed by the dressing gang, which fills in the crib, between the tracks, and dresses the shoulder outside. Then

the last operation is lining up the track that has been surfaced that day.

Some of the processes as explained by Mr. Hubenthal are illustrated in the pictures—see if you can work them out.

Freight Claim Settlements

By C. P. Valleau
Freight Claim Agent

The South Shore Line, like any other railroad, exists on the revenue derived from our patrons. We are here to serve the community with adequate transportation of passengers and freight. Each bill of lading constitutes, in effect, a promise made by the railroad to the shipper that some particular shipment will be delivered to the consignee at destination in the same condition as it was received at shipping point and within a reasonable time. Every employe through whose hands the shipment passes, has a certain specific duty to perform in the actual execution of the contract represented by the bill of lading.

If each detail of the service to be performed is properly carried out, we have legitimately earned the freight revenue as specified in the tariff; the freight charges are collected from the consignee and the service is complete. On the other hand, if we lose the article or break it or delay some highly perishable commodity, by the same token we have failed to carry out the provisions of the contract and as a consequence the shipper or the consignee is entitled to a reasonable compensation.

Must Get Facts

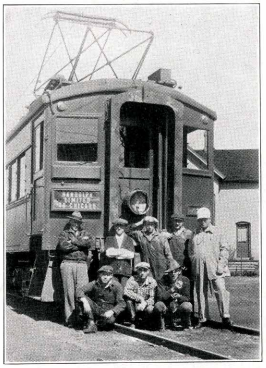
At this point the work of the Freight Claim Agent begins. It is his duty to ascertain the facts of service; decide upon the legality and reasonableness of claimant's demands and make a settlement for the injuries sustained. I use the word **injury** advisedly, for every claim, in the eyes of the claimant, represents not only actual physical loss or damage to the shipment, but a positive irritation to business relations with the carrier as well. Perhaps a shipment of merchandise has been badly delayed so that it arrives too late for the intended market or perhaps it is so damaged as to be useless. In any of these events, we have violated a certain confidence which the claimant placed in our ability to transport his goods; we have failed to execute our contract of service in a properly efficient manner.

Should Pay Up

In the actual settlement of any claim the Freight Claim Agent should have a correct understanding of all the pertinent facts in the case, at least insofar as his investigation will permit. No greater mistake could be made than to approach the claimant with incomplete knowledge of the details, for in so doing we justify any misgivings which the latter may have had concerning proper recompense. In any conference relating to claim settlements, the claim adjuster must enter absolutely unprejudiced. He must keep an open mind and listen closely to the claimant's story. There may be additional facts developed in the course of this conversation which tend to place the matter in a new light. If the claimant is mistaken in his conclusions, then it is the privilege and duty of the Freight Claim Agent to explain just why the claim should be amended or cancelled.

Not only should the claim be settled on an equitable basis but every effort should be made to tender the draft as soon as possible after investigation. There is no other factor in the contact of the patron with the carrier more conducive to friendly relations, with the exception of perfect freight service. Prompt settlement of claims tends to reestablish mutual good will.

South Bend Terminal



Left to right, standing: Tony Soebecki, Chief Inspector; Arthur Wilbaum, Fred Smith, Chester Calahan, Motorman Wm. Stork. Seated: Harry McCarthy, D. Taylor, of Freight House, and Nelson Hardecker.

Howard Underdunk, C. C. Tilliston and Snyder are missing from the picture.

With this fine group of workmen anyone can tell why the cars leaving South Bend are always nice and clean.

—C. W. Veach.

AID TEAM IS THRILLER AT BIG CHICAGO MEET

Fighting gamely to the finish, the South Shore Line First Aid team gave its 200 backers a real thrill the night of April 20 when the boys participated in the Fifth Annual Championship Contest of the Chicago chapter of Red Cross in the 132nd Regiment Armory, Chicago.

Competing against eleven of the crack teams of this country and Canada, our team stayed among the first three until the last problem, and showed that they knew their treatments. The championship was won by the Chicago Rapid Transit Company.

Operating Old-timers

(This is the first of a series of sketches on "early birds" in the Transportation Department. Another will be in the next issue of the PANTAGRAPH.)

A. A. Landis, familiarly known to everybody on the line as "Jap," has spent virtually his entire business life in electric railroad service, according to C. G. Scuffham, Chief Clerk of the Transportation Department, who herein acts as his biographer.

Mr. Landis

Born at Rittman, Ohio, in 1877, Jap began railroad work with the Lake Shore Electric, of that state, transferring to the Chicago Lake Shore and South Bend Railroad July 1, 1908, **twenty years ago** this summer. During that time he has served as Conductor, which is his present duty, extra dispatcher, and trainmaster.

The files of the Transportation Department contain numbers of letters from patrons complimenting the South Shore Line on Mr. Landis' courtesy to the traveling public. The most noteworthy circumstance in his long service on this road was his attempt to rescue a passenger endangered by fire in an accident two years ago. Mr. Landis risked his life and suffered painful injuries and burns trying to extricate the man, and was incapacitated for many weeks as a result. In a letter from Charles W. Chase, then Vice-President and General Manager of the line, Jap was commended for "high devotion to duty," a statement which applies not only to the crisis in which he distinguished himself so well, but to his long and faithful career in the service.

DINING CAR RECIPES

(Each month the PANTAGRAPH will print a recipe from the secret cookbook of our D. C. Department. Mr. J. T. Speed, Superintendent, has courteously agreed to furnish these desirable tips on cookery for PANTAGRAPH housewives.)

Coffee

Use a good grade coffee, ten ounces to a gallon of water.

Purchase coffee in the bean, grind quantity to be used, add pinch of salt and pinch of cocoa, quantity as desired to taste, place in receptacle. Dampen with cold water and let stand one-half hour before brewing with boiling water. Don't let coffee stand or boil after brewing.

Coffee deteriorates after grinding, as the coffee bean is porous and the oil is near the surface. To get the best results of good coffee, drink it straight or clear—no sugar or cream.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
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D. C. SCHNABEL.....Editor

Vol. II MAY, 1928 No. 5

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Summer Danger

June, July and August are the danger months of the year and we always approach them with much concern. There has been a persistent and decided increase in fatal, loss of time and other serious accidents during these months. This year we must make every possible effort to forestall the usual unfavorable record. This appeal is directed to you, in that Safety be uppermost in your minds at all times, since we have impressed upon you in the course of our accident prevention work what Safety means, to yourselves, to your families, and your individual responsibility for your Safety and the Safety of others.

The danger months for children are June and September with May, October, July and August following in order. June as the peak month is explained by the fact that most schools are dismissed in this month and the children have not had time to adjust themselves to new conditions. Considerable playing in the street results and in addition we have a month of tourist travel in most localities.

In May also we have considerable opening up of vehicle traffic that has been at a lower stage during the winter and early spring months. July and August rank fifth and sixth indicating that in these months many people, both children and vehicle drivers, are out of the cities. Another important factor in placing these months below the two previous ones, is that the children have been out of school long enough to accustom themselves to vacation conditions and, likewise, motorists have realized the necessity of exercising greater caution during this period when children are liable to be on the streets at all hours.

In September we have the second highest total for the year, which is again a result of children and motorists finding it difficult to adjust themselves to new traffic conditions brought about by opening of school. October maintains a high level for about the same reasons.

Accidents kill more children in the age group from 5 to 15 years than any disease. Therefore, from May to November there should be no let up in safeguarding the children, keeping them off our right-of-way, the streets and highways.

—W. W. Clemmons, Safety Engineer.

The Uses of Courtesy

The uses of courtesy in business are so many and so valuable that they need not be elaborated. In the railroad business, where the public naturally, by right of public law, feels that it is directly concerned, courtesy **must** be the rule; there is no alternative.

The old saying is, "Courtesy is to do and say the kindest thing in the kindest way." No argument can affect the obligation implied in this statement. Every man has the right to kindly consideration, save in some peculiar situations of aggression, and then it is a question. The traveling public is entitled to courteous treatment even when its individuals forget themselves and speak or act discourteously.

Every time an employe of the South Shore Line is assailed in line of duty by a patron, he has a fight on his hands for instant settlement. There are two ways of putting up the fight. Either he can be just as discourteous as the patron and perhaps get the better of him in abuse, or he can smooth things over and leave with a smile. The former method hurts the patron, hurts the railroad, and hurts the employe. The latter, at the very least, avoids any worse trouble than at the start of it, and may make a friend. The only justification for the former is that it is a defensive move; usually it comes from a secret selfish desire to "tell 'em where to get off at." The only objection to the latter is that it takes a little self-mastery.

—Suggested by F. G. Williamson, Valuation Engineer.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

FULL SPEED TO THE REAR

The difference between a motorman
And a conductor is quite strange—
The motorman changes the handle—
The conductor handles the change.

—August Stick, from "Sun Dial."

! ! ! !

Irene—Would you marry for money, Imogene?

Imogene—I don't know about it. I just have a hankering hope, however, that Cupid shoots me with a Pierce-Arrow.

—W. W. Clemmons.

Sweet Voices

Irene Gottshaw smiles out and asks what it's all about. Says the only band she needs to shout her praises is the band around her head. Irene does not care to be known as the senior switchboard operator, although some of the train boys tell her that her seniority "is beginning to have whiskers" — says she should worry —and now we wonder why? Well, Irene, good luck to you, but we'll be sorry to lose you.

And here is our afternoon operator, Martha Bartels, with the "cherry tree" in her back yard forming a spring-like background for her. Martha forgot her customary smile when this snapshot was taken—says it was for the Pantagraph and not for a Pepsodent ad. Martha likes the afternoon trick because it enables her to "save for a rainy day," she says. We have our doubts, but anyhow we're for you, Martha.

—M. J. Naughton

! ! ! !

He laughed when told to go light on food,
He said he would eat what he chose.
The funeral was large, the music was fine,
On his grave was planted a rose.

! ! ! !

Valleau: (after a narrow escape at a railroad crossing) What did you toot your horn for? That didn't do any good.

Clemmons: Boy, that wasn't my horn. That was Gabriel.

! ! ! !

May. We now have a train which leaves Gary at 7:58 A. M. and arrives at the office at 7:44. Live in Gary!

—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Costello
Correspondent

Miss Genevieve Carver is the new girl in the Freight Accounting Department.

Louis Rappeport has been transferred from the Bookkeeping Department to the Freight Accounting Department.

June Maeder's parents have moved to Erie, Pa., to make their home where Mr. Maeder has been made Superintendent of the Weil-McLain factory there, but June says she prefers to remain in Michigan City. I wonder why. Some say she doesn't want to leave the South Shore, but a little bird told me his name was "Joe."

Hazel Mell entertained her bridge club on April 11th. Marie Kelly, a new member of the club "copped" first prize and Marjorie Calahan received the consolation prize. The girls report a most delightful party.

More Bridge

'Nuther bridge party. On April 11th Laura Stephenson entertained her club and bridge was played at three tables. Laura sure knows how to put on a party. Prizes were won by Esther Peters and Mabel Farber.

On April 26th, Mrs. Florence Hartwig entertained a number of South Shore girls at bridge. Prizes were won by Martha Rawlings and Rose Mentag. Delicious refreshments were served and Florie was voted a most charming hostess. The girls say they're developing some real bridge sharks. How about a tournament? Bridge seems to be a favorite pastime around here, the men as well as the girls. There should be lots of competition.

Have you noticed that tired look in George Szemitz' eyes lately? Marjorie Ann, his small daughter, has acquired some of George's bad habits. She does like to stay up late at night, and it sure is hard on George.

On an occasion recently those who remained at the office after five o'clock observed approaching through the woods east of the office what at first was taken for white birds with four legs and wings flopping wildly. As they drew nearer it was thought bandits were approaching and the more timid spectators fled to the vaults. On closer inspection, however, they proved to be some of the young ladies of the Accounting Department out for an evening canter. Our youthful equestriennes say it's great sport. Just ask them.

Missing Faces

William Severs of the Car Accounting Dept. has left the South Shore. Other familiar faces about the office are also missing, among them Margaret Coupland, Florence Hartwig and J. G. Miller, who left on April 30th.

How about some "snaps" from you Accounting Department folks? Won't you help make our column a live one with interesting bits of news and photos?

Conductors

Louis Kriesel
Correspondent

Conductor Erickson has moved again. This is the 39th time he has moved, this time to Calumet City. What's the attraction over in Calumet City?

Conductor Faulknor is trying to make a real collector out of Collector Moore. And How!

Conductor Ludders is sporting a new uniform.

Morris Bowling says the New York Loan Company has a new stock of uniforms.

Doc Thayer has been busy all week sowing a lot of "Creeping Bent."

Conductor Sutton had a stiff neck the other day. Said he got it from looking back at the collector, waiting for a signal.

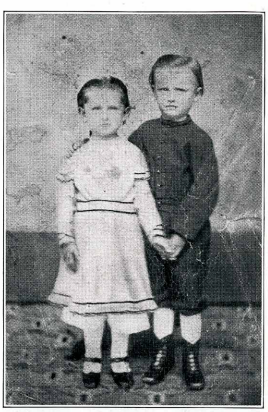
Welcome to Cottingham

We have another new conductor with us. Mr. Cottingham. Congratulations!

The two sheiks, Fields and Derrico, have a rival now. McNulty is breaking in on passenger.

Conductors' lodge is giving a banquet in the near future. There will be plenty of eats and a little entertainment—all you conductors can start dieting now so your appetite won't fail you when it takes place. Date will be announced later. Committee in charge are George Dabbert, Bill Hedstrom and L. Kriesel.

Whosit?



Guess who! We refer to the boy in the picture. You meet him every day in his duties with the company, and he is still the same courteous fellow as in the days of "Way Back When," when this picture was taken.

And last month's picture—only two guessed it. None other than Irene Gottshaw, whose grown-up picture is in this issue.

Dining and Parlor Cars

L. J. Hile
Correspondent

Your correspondent has nothing of importance to relate in the way of new faces on either parlor or dining cars, and we are happy to be able to make this report because it means everyone is doing his duty as it should be done and things are running smoothly and satisfactorily.

We have handled a few special parties since the last issue of the PANTAGRAPH, including a large delegation to the Safety First and First Aid demonstration, and were complimented on the service by all. I might add that it would be a good idea for Ye Editor to keep us advised on special moves where company employes intend using our service in order that we can properly handle the same by augmenting the crew. However, we have a very patient lot of employes and so long as they are content to give us a chance we'll try and not get excited in the rush.

I have been endeavoring to accumulate some data which will interest our readers and believe I have succeeded in doing so, so here goes:

"The peak year for railroad traffic was 1923. During that time some 50,000,000 meals were served in the diners throughout the United States, and it is therefore obvious that pleasing and guarding a passenger's palate is a matter of large concern. For, if the way to a man's heart is through his stomach, the company most certainly wishes to reach his heart. As the man who runs the 'eats' department says, 'We feed them well, too—even if we do so at a loss, which is always the case.' And here's why:

"Breakfast is a light meal, lunch often so, and the average meal works out at only $1.10. Yet the divisional cost per meal is:

Food	**$0.54**
Wages	**.40**
Equipment	**.09**
Supt. and Storage	**.05**
Laundry	**.04**
Repairs, Ice, Sundries	**.32**
Total	**$1.44**

"One dollar and forty-four cents average cost—one dollar and ten cents average receipt —there's the reason.

"The superintendent of dining car service, a good-tempered man with a twinkle in his eye, has been feeding people for years, and naturally there is no use trying to fool him about what they want to eat. As steward, inspector, assistant superintendent, he has worked his way up. By long experience he has the whole situation so carefully summed up that he actually knows if you are one of the 85 out of 100 who will take coffee with a meal—or one of the 35 out of a 100 who will order roast beef. He also knows that it will take 3,000 cows working day and night to provide the six million quarts of milk and cream which will be consumed in a year. He knows that during a working year his gigantic family of 50,000,000 will eat:

2,000,000 pounds of fish
8,000,000 pounds of beef
3,250,00 pounds of butter
2,250,000 loaves of bread
60,000,000 rolls
2,000,000 pounds of coffee
50,000 pounds of tea
2,500,000 oranges
1,250,000 grapefruit
16,000,000 potatoes

"He knows, too, that besides consumption of food, there will also be consumption of linen. Considering that for a short overnight trip a car's set will include such items as 600 napkins, 300 tablecloths and 50 waiters' jackets, it is easy to see that the laundry bill attached to dining car service is considerable. It is easy to believe that during a single month one railroad sent some 1,220,195 pieces of linen to the laundry.

"Under the superintendent are the various heads of commissary departments at special depots, the stewards in charge of the diners, the staff of four to seven waiters, the chef and his assistants.

"Each train is victualled by the commissary before each trip. All the food has been inspected by one of these experienced men in the food line—each ear of corn, each cantaloupe or honey-dew melon has been passed or rejected before going on the car. Filtered water has been put into special tanks for drinking and cooling purposes, ice stored in the refrigerators.

Thorough Inspection

"Not only has the food been inspected, but the white-coated waiters who are lined up so neatly before each meal, have also been medically inspected, and the kitchens and pantries—amazing examples of much in little—have been searched by the eagle eye which is used for tracking down carelessness.

"The railroad is taking no chances that an alert germ may slip in and work havoc in the passenger's interior. Further, knowing that meal time is often the brightest spot in a journey, it is always taking pains to tempt the passenger's appetite.

"Occasionally, of course, the usual evenly applied pressure upon the food department is accelerated by a sudden demand for a diner, and then everyone has to work with the speed of escaping steam, while emergencies test out the wits of everyone from the superintendent downward.

"While, for a passenger a journey begins and ends, for the railroad it always goes on in a circle. Men may come and men may go, but the organization continues to hammer into the heads of their successors that same old motto: 'The safety and comfort of the passenger is of paramount importance!'—and will go on so doing."

ALONG THE SOUTH SHORE LINE

Electrical Department

Charles Ludden
Correspondent

Last month we reported that M. Aldrich and O. Cook left the right-of-way in something of a hurry when a hot wire came down on the track in their neighborhood. They both object to this statement on the grounds that although they did leave in a hurry, the laurels really should go to Ben Smith and "Unk" TenVoorde who had a similar experience at the same place the next morning. Ben claims that he cleared the fence without even touching it with his coat.

Frank Scrivnor is all smiles these days. He has a regular man-size gang working for him again, and two line cars. He's getting all the odd jobs cleaned up so that when the work starts on the new Tamarack passing track he will not be interrupted. The West End line car with Pete Mitchell and Guy Hunt, Linemen, and Hank Thorsen, Helper, is doing the regular spring maintenance work of realigning trolley and pulling slack. Scrivnor says that when the summer rush of business comes he does not aim to have any delays charged up against the overhead.

Old Friends Back

The men who are swelling the line gang are not new men but some of our old friends who were here from the time the reconstruction started until lack of work forced them to take a vacation last fall. Among them are George Borne, who says he spent the winter up in Minnesota listening to the radio and drinking home brew; Walter Glashan, who was working some place in Wisconsin, and Bill Haas, who lived on venison most of the winter at a hunting lodge in Pennsylvania. We hear that Floyd "Curly" Springs is back in town, and hope it won't be long before he is also back on the job.

Frank Scrivnor is trying out for the championship as the world's least believer in spring. He is still wearing his sweater and red flannels. He says they are getting worn down almost to summer weight by now so they ought to last a month or so longer.

We recently woke up to the fact that we were entirely neglecting a very important part of the electrical department personnel, namely the Bonding Gangs. They go about their work so quietly and efficiently that we never hear anything in the shape of news from them. H. Hennard and his helper, Kahn, are slapping on bonds at record speed in an attempt to keep up to Hubenthal's rail laying gang. C. Kranzler and his helper, J. P. "Dad" Aldrich, spend most of their time welding low joints and railroad crossings for Hubenthal.

We hear that "Dad" Aldrich went on a hunger strike the other day—mostly because he left his dinner bucket on the train. He turned up three telephones and kicked the track a foot out of line before he calmed down and decided he was not hungry.

Telephone

Irene Gottshaw gave everybody's eyes a treat the other day by displaying a new bright red dress and hat. She is still making regular trips to Hammond and we have it on good authority that her hope-chest is just about overflowing. Draw your own conclusions.

Martha Bartels recently had her character read by a Hindu. He named a whole list of good characteristics and not a single bad one—and still she is not the least bit conceited. Everyone who knows her will have to admit that the Hindu must have known what he was talking about.

John "Tiewire" has been suffering from a headache and toothache almost every day lately. We can understand the head part of it, John, but what is the matter with the tooth?

The rest of the telephone department, Ed. Hall and Dick Kendall, are around so seldom that we haven't a thing to report about them. We can't help wondering though if perhaps Ed will bring his famous Rapid Transit Band out to our picnic this year—if we have a picnic.

Fred Parker of the Bridge and Building Department is getting absent minded of late. He had a night job over at Aetna and drove over in his car so he would be able to get home after the train stopped running. He had to go on into Gary and left his car there and went back to Aetna on the train. When it was time to go home he remembered that his car was still in Gary. He reports that a long walk in the night air is wonderful for the health!

Freight

A. C. Culp
Correspondent

Friends and fellow-employees of Tom McCaskey very much surprised that worthy fellow April 21 when they gathered at his home to help him celebrate his birthday. Those present to enjoy the pleasant evening and the big birthday cake were: Mr. and Mrs. A. C. Culp, son Bernard and daughter Emma Jean, Mrs. Emma Mummey, Mr. and Mrs. W. J. Mummey, the Misses Ann and Mary Anda; Mr. and Mrs. W. L. Mummey, James Kline, Chester Beck, Paul and Ira K. Mummey, Henry Toellner and Roscoe Arnold.

We suggest that when Jimmie Rensberger takes his best girl out riding in South Bend he'd better take a map of the city along. Not long ago he got lost and drove about for several hours trying to find familiar streets.

Mr. and Mrs. Rudnick

These happy young people have recently returned from their wedding trip and are now at home to their hosts of friends at 1226 Michigan St., Michigan City, Ind. Our hearty congratulations and best wishes are extended to both, and may they long enjoy the companionship of one another.

—Art Tews.

General Offices

M. J. Naughton
Correspondent

The Accounting Department is blossoming out in wind-blown bobs—the two winners being Elsie and Freddy. Elsie says when Freddy goes without his hat that he looks a dear.

Didst know we have two fair equestriennes in our midst? Yes, ma'am, and they are none other than Mary Phillips and June Maeder. Mary is an experienced rider, but Ruth rode for the first time last week and says it's all bosh about having to eat your meals off the mantelpiece. They were members of the Saddle Club in a ten mile hike on the bridle paths along the dunes.

Hiney deserted us and for the time being was employed in Mr. Ferner's office at Randolph street.

No, Energine has not gone. Just been moved over in the corner so as to be near a window where she will enjoy the cool breezes this summer.

Bernard on Vacation

Ralph Bernard, first trick dispatcher, is enjoying his annual vacation, and will spend part of the time with his mother at Cleveland. Ralph is one of the "old timers," and like the rest of that gang is always "Johnny on the spot," works hard and earns a real vacation.

Miss Irene Gottshaw charmingly entertained the members of her bridge club, composed of the following South Shore girls, at her home last Wednesday: Lilah Thompson, Josephine Marie Kelley, Flora Hartwig, June Maeder, Hazel Mell, Dorothy Bingamon, Ruth Kelver, Henriette Grott, Martha Rawlings, Betty Gary and Flora Hartwig, and had as her guest Miss Mary Ragsdale. The favors were won by Hazel and Dorothy. Betty lived up to her name and was the life of the crowd, giving several dances which she will repeat at some future date at one of the AERA parties.

The office of the Record Clerk in the Subway is expanding. John has taken on an assistant, Dick Cook, who is becoming very popular with everyone. Yes, we will admit, John, it's hard on two good-looking sheiks like you and Dick to be kept confined in the basement.

Lloyd Bintz, John Kelley, John Inman, Wallace Lloyd, Al Boller and Jack Weber were the handsome sextet that stormed the sacred precincts of the Business and Professional Women's Club and put on a very clever first aid stunt on May 2. Mr. Whitelaw and Mr. Clemmons accompanied the boys and gave very interesting talks. Ye correspondent swelled up with pride as she observed her co-workers, and once again may I be permitted to say, "the South Shore crowd" is always to the good.

"May Is Here—the Merry Sprite!"

We have read a great deal about "Blossom Week" in Michigan. We'll admit there are loads of blossoming trees in Michigan—we were there last Sunday—but have you noticed the blossoms along the South Shore, say from Tremont on? Why, old Dame Nature has done more to create a beautiful picture in these regions than all of the hundreds of blossoming fruit trees in Michigan. Have you noticed the artistic way she has placed the dogwood trees among the young green leafy ones near Portchester? The way the peach trees—just a few—bloom among the group of cherry trees near Baileytown? And so on and on at other locations, where one gets more than an eyeful as he gazes at the splendid delicate lacy picture presented of blossoms among the budding green trees. We still claim "there is always something to see along the South Shore," and you don't have to get off the cars either to see it. I read the other day where some great mogul said, "The public has to be made advertising-conscious"—whatever that means—but I say get them riding the South Shore and they will be made conscious of the beautiful scenery along its route.

The attached from one of the magazines struck me as being so well worth while that I would like to submit it for the readers of the PANTAGRAPH:

Take Care of Me

Perhaps you don't think much of me at times, but if you were to wake up

ALONG THE SOUTH SHORE LINE

some morning and realize you did not have me, you would start the day with an uneasy feeling.

From me you get food, clothing, shelter and such luxuries as you enjoy. But I am exacting; I am a jealous mistress. Sometimes you appear hardly to appreciate me at all. In fact, you make slighting remarks about me at times and neglect me. Considering the fact that you need me not only for the material things of life, but spiritually as well, I wonder, sometimes, that you neglect me as you do. What if I should get away from you? Your happiness would flee for a time at least, and your friends would worry and your bank account dwindle. So, after all, I'm pretty important to you. Cherish me. Take good care of me and I'll take care of you.

I'm Your Job

Mechanical Department

A. C. Tews
Correspondent

On April 13th, 1928, Frank Silakowski, Motor Inspector Helper, met with a severe accident at Franklin and Ann Streets, when the automobile in which he was riding with some friends collided headon with a Northern Indiana City car. All the occupants were thrown from the car and badly bruised and shaken up. They were removed to the hospital where Mr. Silakowski remained for about a week, after which he spent another two weeks at home recuperating. The automobile was completely demolished and extensive repairs were necessary on the street car. Mr. Silakowski says he didn't know just where he was when he became conscious, but was very glad to find that he was still among friends. Anyway, it was a pretty close call.

Chas. Westphal, Henry Harbart and Carl Dittmer have been on the sick list since the last issue, ill at their homes for several weeks.

Fargher Returns

Sanford Smith has also returned to work after being off duty for three weeks due to strains in his back, which he sustained while at work.

Edward Fargher, Armature Winder, who was away for a number of months, has resumed his duties. Glad to have you back with us again, Ed, the armature room didn't seem complete without you.

S. J. Samsel, formerly at Randolph St., has been transferred to the Shops at Michigan City. He says he has a lot of spare time since he doesn't deadhead to Randolph.

Clyde Sylvester, Inspector Helper, transferred to Gary from Randolph Street. He is now on the second trick with Ora "Shorty" Thorne.

Recently a wooden box was sent to Gary. On its arrival it was examined, and it was decided by all who viewed it, that it was "Shorty's" rough box. But later this theory was upset when it was found to be the seat cover supply box.

Earl Atkins, electrical wireman at the shops, just passed his 22nd birthday, and rumors are that his lady friend has also passed her 18th birthday.

It won't be long now before the wedding bells ring. The two were also reported shopping—better "Let So-and-so Feather Your Nest."

Wanted—Information:
Where can a locomotive reverse key be used on an Oakland?

Otto Kienitz is now employed as Truckman at shops. Welcome to our family!

It is reported that the title of "Sheik" is now held by Benny and Otis of the first trick switching crew as they use powder n'everything.

"Ole and Ole," our efficient brake inspectors, went down to Trail Creek the other day at noon and all afternoon they argued over something they saw. 1st Ole swears it was a pike, while 2nd Ole is sure it was a sucker. And I'll bet a dime it was one of those lazy old carp.

Reporter L. Paschen says Fred Reinhart has some competition as Messrs. Heglemayer and Kienitz painted the pit and feel qualified to carry union cards now. Orphia Diedrich will also be eligible after he completes the paint job on his house.

Mr. Baily (of Randolph St. Terminal) who wanted to be courteous to lady passenger: "Madame, this is the smoking compartment."

Lady passenger: "Mind your own business," she said as she lit a Camel.

Floyd Fry has returned to the truck gang after a few weeks on inspection work in place of Frank Silakowski.

We know spring is here to stay as Otto Meer was seen out in his car. This sign is more reliable than the proverbial robin. It is also said that it is a wonderful car, as it still looks like new after wearing out two garages.

Another sign of spring: Air Brake Inspector Chalk is going about the shop with his sleeves rolled up and his feet warm for the first time since Labor Day, 1927.

We know that one of the polling places was on the square during last election as none other than our own Neil McAlpine presided as sheriff on this day.

Passenger Agents

W. C. Eggert
Correspondent

Charley Hall, the happy-go-lucky porter of South Bend, looks like the blazing sun in that new Red Cap. There surely won't be any automobiles hitting his baggage truck while he is loading and unloading baggage.

Charley Veach came limping to work the other morning. Looks like Charlie may have been getting in trim for some baseball team. How about it, Charley?

South Bend Terminal

C. W. Veach
Correspondent

Harry McCarty of South Bend Terminal is a rat-hater, and it seems the rats have been bothering Harry lately. To get rid of them he set a trap, but instead of catching a rat caught Nelson Hardecker, his fellow workman. Now Nelson thinks the trap was set for him and not intended for rats. Nevertheless Harry says the rats are all gone or frightened to death, and he is well pleased with the results.

Tony Soebecki, the big chief, is all set for a fishing trip. Got his Haynes automobile all dolled up, and it looks very much like it belongs to the South Shore Line. She is a darb, orange wheels and everything. He has some outfit, a Kennedy kit, and a South Bend lockjoint reel. Look out for Tony, he sure will catch 'em. Kindly send in your orders for fish early to avoid the rush.

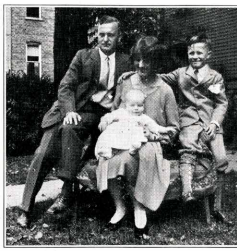
Walter Eggert says that 6x75 is $9.00. We would like to know how Walter figures.

Lost Opportunities

H. W. Sausaman and Frank Steffaniak are down in the mouth for something, we don't know for sure what the trouble is. But from all indications neither one of them won the Studebaker automobile they hoped for.

There is always a way out of difficulties. The other day our genial young night ticket agent at South Bend was confronted with one of these difficulties, when an Italian who could not speak, write or understand English appeared at the window. After considerable vocal utterances and still more gesticulations, poor Pete wrote down on paper but the fellow could not "get him." It was very apparent the gentleman wanted to buy a ticket, but to what point was the question. What was Pete to do? At this point there happened in the station another Italian who could act as interpreter and between the three they found the man wanted to go to Chicago. A ticket was hastily furnished him, thereby saving Pete further embarrassment and sending the patron on his way joyfully. Just another instance where there is always a way out of a difficulty.

The Oberfell Family



Mr. A. W. Oberfell, General Freight Agent at South Bend, Mrs. Oberfell and son, Robert. Mrs. Oberfell is holding their youngest son, Jimmie.

Signals

W. M. Lloyd
Correspondent

Have you noticed
Earl Braginton standing downtown
On a street corner
Looking sad and forlorn
Like he had lost
His home and family?
And he has, temporarily
For his wife is quarantined
With scarlet fever
And Earl can't go home.
But she is better now
And very soon
Earl can go home
And play the radio
And have his family again
And then he won't be sad
Any more.
And the other day I saw
Mr. Duclos and his crew,
Mr. Andrews, and they were busy
Chasing those steel laying devils
Of Jim Mallon's,
And I didn't stop for I saw
Those forty men of Jim's
Were keeping them busy
And I didn't want
To bother.
And did you hear that
The boss had been made
A Deputy Commissioner
Of the Boy Scouts?
And he made a speech
And presented the charter
To the troop and then
He made another speech to the ladies
Of the Christian Church
And he is just full of speeches
Because he is a member
Of the Public Speakers Club.
And Uncle TenVoorde moved
To South Bend so we don't
See him much
Any more,
But the other day he was angry
Because his motor car was balky
And we sent him
Some new parts
And he put them in and now he is happy
Because his motor car
Is just like new
And he don't have to walk
Any more.
And did you hear
That Ralph Osborn took a trip
Down to Champaign to see
His son
And to attend the Mother's Day
Celebration and they all had
A good time?
And then there is Mr. Talbott,
Another of our maintainers,
And I don't know anything
About him but some day

ALONG THE SOUTH SHORE LINE

I'm going to take his picture
And everybody's picture that
Works
In the Signal Department
And then we'll put it
In the PANTAGRAPH
So every one can see
What a good looking bunch
Works in the Signal Department.
I thank you.

Sports

Lloyd Bantz
Correspondent

The first annual Bowling Banquet was held at the Sheridan Beach Hotel, Michigan City, April 16th. Twenty-eight members attended and gargled soup to the musical strains of Bob Armstrong's guitar.

W. A. Pipher, the member having the highest bowling average for the season, was honored as toastmaster and officiated in official Will Rogers style. Charles Ludden, the sotermed anchor man for the electrical team was rewarded with an extra piece of pumpkin pie.

Plans were made for a much larger league for the ensuing year and, if possible, a team in the City League.

Golf Next

A sure sign of spring is when a young man's fancy turns from bowling to "Cow Pasture Pool." Nearly everybody is trying to make arrangements to use one of Michigan City's picturesque courses. If arrangements can be made we will have a tournament. I say nearly everybody is interested—oh well, Charlie left his golf clubs in Texas anyway.

The sporting season seems to be at a standstill, for news is hard to get. Maybe some of the readers would like to take the correspondent on one of their fishing trips and receive a writeup in the Pantagraph. I can produce evidence showing I am a prohibitionist, do not chew tobacco and will only eat fish that I catch. Send all letters of inquiry to C. P. Valleau.

Traffic Department

C. L. Binger
Correspondent

Dwight and Jamie were seen ambling somnambulently up Randolph Street in the wee sma' hours Sunday morning at three o'clock. They say they accompanied the Hammond-Gary high school students to Elkhart..

Confidentially, I wonder who won, and HOW MUCH!

Hot Coffee! See Bill Jones—Call or write him, he's takin' orders. This coffee is guaranteed to make you sleep well at nights, eliminates "that tired feeling." makes a skin you love to touch, makes fat people slender and sylph-like, and fattens skinny people. It is the product of the fertile soil of South America, kissed by the tropical sun during its growth and development into a beautiful coffee bean, is then shipped by boat to New York, thence DLW - NYC&STL - CSS&SB to Chicago, where it is delightfully blended by master craftsmen in the art of coffee roasting, and put up in neat, handy packages, in which form it comes to Bill for distribution among the happy consumers.

Bill is only exemplifying the spirit of "THE SYMBOL OF SERVICE." In return for his efforts he is favored with the patronage of his friend.

Explain, Jamie

Jamie is now wearing bright blue garters—when will this thing cease?

The Lord chasteneth thothe whom he loveth best. Yours truly doesn't pose as any symbol of the Most High, but for the benefit of the good name, well being, and standing with their respective families, let it be said here, that your humble correspondent puts on the pan only thothe whom he loveth best among hith fellow workerths, and he hath a warm spot in hith heart for each and every one of them.

"The truth will out," saith thome anthient sage, and likewithe we endeavor to out with the truth, and in its place insert some eggsadgerashonth. Shakespeare wrote an immortal story, "What's In a Name." As interlocutor, I should like to direct my query to Leslie Hodgetts. Les, what is in a name, and why was your hair mussed up the morning of the 16th?

Way and Structures Dept.

Jack Weber
Correspondent

Now that weather conditions are permitting, new rail is being laid from Baileytown eastward to Sheridan. There are also several new side tracks under construction. The replacing of ties over the entire line has kept each section going busy. As good proof of how the Way and Structures Department is improving the tracks, just take a ride from Michigan City to Gary and you will notice the change in riding qualities. Leave it to John Hubenthal to do a job on the tracks.

Wanted: One, cheap, good looking, good running, good tires, good paint, not later than 1928, Automobile—will pay not more than $15.00. Apply, L. E. Bantz, W & S Dept.

Mr. Underwood Better

Mr. W. A. Underwood is very much improved, and left the hospital in Chicago the last week in April. However, he is still under a doctor's care and will not return to work until permitted by his physician.

Spring is here—A. M. Boller, field engineer, is discarding some of his heavy clothes. Let's hope Al is a good weather prophet.

Fred Parker has the best system for modern motorists that anyone can find. He has so many gasoline saving devices on his car he has to drain his gasoline tank every hundred miles. The Scotchman in the Signal department has been after Fred for a month to get that system and use it on his Ford.

Win a Prize

Anyone employed by the South Shore Line excepting members and families of the Engineering Department are eligible to win a prize.

J. A. Kelley wants to paint his gasoline incinerater; yep! that's it! And the person that gives him the best color combination for his 4-in-line twin 2, 2½ Horse Power traffic blockader will get a prize.

If a young lady is lucky, she will get the first ride in this newly painted oil-burner, and she may occupy the front seat. If, however, a man is lucky he will also get the first ride but will have to sit in the rear seat. If the winner brings the paint to decorate this "Snail of the Highways," he can ride all day for nothing, provided there is enough gas for the engine room of the oil-burner and he doesn't get tired.

HOME BUREAU HAS NEW EXECUTIVE AID

George M. Laurence, Special Representative of the New Business Department of The Peoples Gas Light and Coke Company, has been appointed Assistant Director of the Own Your Own Home Bureau and has already assumed his new duties.

Mr. Laurence

Mr. Laurence joined the gas company forces at the age of 15, starting from the bottom; in 1919, after having held several intermediate positions, was appointed second assistant Superintendent of Bookkeeping Department. In 1924 he was again promoted to first assistant superintendent of the Customers Accounts Department. The year 1927 saw Mr. Laurence selected as one of ten men to compose the President's Training Course.

Safety Meetings

June

Freight Station, noon, June 1, South Bend Terminal.
Mechanical Department, 2:30 P. M., June 1, South Bend Terminal.
Bridge and Building Department, 6:45 A. M., June 4, Michigan City Shops.
Signal Department, 7:45 A. M., June 4, Michigan City Shops.
Mechanical Department, 11 A. M., June 4, Michigan City Shops.
Freight Station, 1:30 P. M., June 4, Michigan City.
Crossing Flagmen and Gatemen, 6:30 A. M., June 5, Gary.
Trackmen, 7:30 A. M., June 5, Gary.
Electrical Department, *7 A. M., June 5, Gary.
Trackmen (Special Car) 9 A. M., June 5, Gary to South Bend.
Crossing Flagmen and Gatemen, 6 P. M., June 5, Gary.
Freight Station, 1:30 P. M., June 6, Gary.
Freight Station, 2:30 P. M., June 6, East Chicago.
Freight Station, 3:30 P. M. June 6, Hammond.
Freight Station, 6 P. M., June 6, Kensington.
Trainmen, 10:00 P. M., June 7, Kensington.
Trainmen, 8 A. M. to 8 P. M., June 11, Randolph St.
Mechanical Department, 2 P. M., June 11, Randolph St.
Central, 1:45 P. M., June 21, General office.
*Daylight Saving Time.

THORNEY TALKS AT A. E. R. A. MEETING

C. Edward Thorney, Director of the Own Your Own Home Bureau, presented the April 27 program of Company Section No. 15, A. E. R. A., at the Michigan City Masonic Temple.

O. H. Hansen was appointed by President T. G. Hamilton as chairman of the program committee to succeed J. G. Miller, and George Gensch was appointed to fill the vacancy left by Mr. Hansen. Dancing took up the remainder of the evening, to music by Jim Mayer's orchestra.

SALVATO GIVES TALK ON TRACK SURFACING

Joe M. Salvato, Extra Gang Foreman, was principal speaker at the Foremen's conference April 18 in the Michigan City passenger station.

Mr. Salvato, speaking on surfacing track, explained that he surfaced with a spot board and blocks. All his track is dressed before the close of the day, and no skeleton track is ever left over night, he said.

John Hubenthal, Roadmaster, gave out the following rules for foremen in surfacing: (a) Have all track dressed at the close of the day, (b) tamp every joint tie with a bar or pick, (c) pile all old ties on one side of the track, and (d) try and not disturb the old roadbed when renewing ties, thus avoiding soft spots in the track.

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 | JUNE, 1928 | No. 6

SIGNALMAN IS BEST BOOSTER

BETTER BUSINESS CAMPAIGN
Prize Winners—Second Period

First Prize—$100

RALPH OSBORN, Signals

For greatest individual effort and success in organizing and developing patronage.

Second Prize—$50

MABEL FARBER, Accounting

Awarded for initiative and resource in finding possibilties of new business.

Third Prize—$25

W. C. Eggert, Passenger Agent	**$25**
E. A. Keeler, Assistant Roadmaster	**25**
Louis Kriesel, Conductor	**25**
Irene Gottshaw, Telephone	**25**

Fourth Prize—$10

A. J. Krueger, Terminal Superintendent	**10**
A. C. Culp, Freight Agent	**10**
Kenneth Kimmel, Valuation	**10**
George Haller, Car Accounts	**10**
Harry Osborne, Conductor	**10**

TRAFFIC SOURDOUGHS PUT KICK IN A. E. R. A.

The Traffic Department, bold and bad as ever, presented a gory pageant of vengeance in Johnny Kilnowitz's "Shooting of Dan McGrew" act as the head-liner of their A. E. R. A. program May 25. In spite of the blood, however, those who attended were enthusiastic in praise of the show as "something different," and once again the palm of glory goes to the scrappy gang from 79 West Monroe.

300 Present

The meeting was in the Michigan City Masonic Temple, and more than 300 members and friends were there. On the program were H. W. Sausaman of South Bend Traffic, as a pianist of real distinction; the Misses Margaret, Catherine and Evelyne Williamson in three clever dance numbers; Miss Beatrice Ragsdale, whose singing to her own guitar accompaniment was greatly appreciated; and Miss Yvonne Osborne, who pleased her audience with a piano solo. R. E. Jamieson, District Passenger Agent, showed two reels of motion pictures.

Dean Mitchell, Northern Indiana Public Service company, and John Stevenson, Chicago Rapid Transit company, were introduced as guests. After the program and for a variation, bridge, five hundred, and "63" were played. Prizes were awarded Mrs. W. M. Bernethy and J. H. Spears at bridge, Mr. and Mrs. Carl Gehweiler at 500, and Mrs. A. B. Parsons and George Schroeder at 63.

MARCH OF PROGRESS GOES ON ALONG LINE

During the past month four announcements of further improvements in South Shore Line way and equipment have been made: cars, locomotives, signals and new siding.

Ten new motor cars similar to the last addition to our passenger equipment are being built by Standard Steel Car company of Hammond for delivery in the fall. This increase will bring the total number of steel cars purchased to 55.

Two more 80-ton locomotives are also to be delivered next autumn bringing our freight fleet to ten, including "Mike and Ike." Although two such engines were added the past April, our freight business in the meantime had grown past them, and it was necessary to "come again."

Signals Going In

Ben Smith's gang of 30 men are at work now under Construction Foreman Duclos installing the final links in our chain of automatic safety signals along the open right-of-way. From Gary to Kensington, and on

(Continued on Page 3, Col. 2)

Osborn, Maintainer, Nabs $100 Prize in First Period Race

Mabel Farber, Accounting, Second; Hikes Now Offered as New Business Beacon.

Ralph Osborn, Signal Maintainer, comes into the limelight as winner of the $100 first award with announcement of the Better Business prizes for the first period.

Keeping in mind the Committee's decision that special party moves were to have the emphasis, Mr. Osborn proved the most valuable employe in the way of procuring new business for the South Shore Line during the first three months of the 1928 campaign.

Mabel Farber, of the Accounting Department, drew the next plum in Earl B. Stover's B. B. C. orchard, and will receive a $50 check from the Committee for her profitable tips.

Under the award arrangement prescribed for the first period, there were four third prizes of $25 each, and five fourths of $10. The respective winners are shown in the box on this page.

For the present period, as announced in last month's PANTAGRAPH, party moves are to be the sole object of the campaign. A new type of prizes, headed by the three-day all-expense vacation to any point in the Chicago region reached by associated rail or motor coach lines is being offered the first prize winner.

A brand new series of hikes, called "Ramblers' Trails," have just been put out by our Better Business Department and the Outing and Recreation Bureau, working together. These are prepared attractively on illustrated mimeograph sheets, and point out routes for interesting rambles in various places along the South Shore Line. The possibility of forming group hikes, using the maps and guides mentioned above, is now open to Better Business Boosters.

Judging from the number of spe-

(Continued on Page 8. Col. 3)

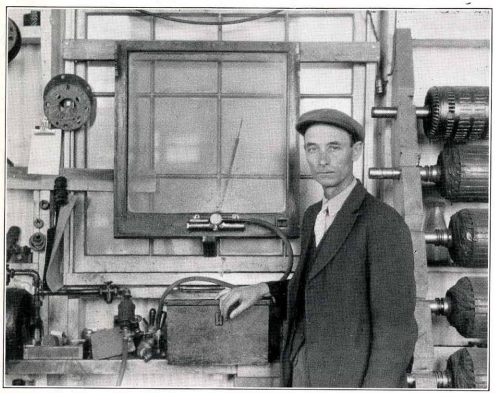
Your friends and our patrons may be interested in a trip to

NORTH SHORE—The Great Lakes Naval Training Station, the "Jackie" parade every Wednesday afternoon;

CHICAGO—Buckingham Memorial Fountain, largest and most spectacular of its kind in the world;

FOX RIVER—The beautiful Fox River Valley, Aurora or Elgin for a day's outing.

"Brugh" Nonstop Window Wiper



By Art Tews, Mechanical Dep't

Pictured above is G. W. Brugh, South Shore Motorman, standing before a window wiper which he designed and constructed in his spare time. At the time the picture was taken, the wiper was on a breakdown test at the Michigan City Shops to bring out any defects in design or material. It operated continuously for 553 hours and stopped only after the transmission arm became a trifle loose from the shaft. This was caused by the constant blows to which this arm is subjected at the end of each stroke. A slight change has been made in the manner in which this arm is applied to the shaft, and a repetition of this failure is thereby eliminated. All valves were inspected, gauged and found to be in perfect condition.

The wiper is of solid brass construction, has great power, and will give long life even when exposed to all sorts of weather conditions. The power is derived from the air line. Only 15 pounds pressure is required to operate it when new, and after being in service a short time it will operate on as little as three pounds pressure. It also works satisfactorily on any pressure up to 150 pounds. The air is fed to the wiper through copper tubing, instead of rubber hose which deteriorates quickly allowing breakdown, when the wiper is needed most.

Mr. Brugh has spent the greater part of his time in railroad work, having been in train service on the C. I. & L. Ry. for a period of 17 years, followed by 2½ years as a Motorman on the South Shore Line. He fully realizes the importance of vision to the railroad man, especially since his service with this company on the head end. The wiper will be manufactured in Michigan City. We can well be proud of our fellow workman in his accomplishment.

JAPANESE ENGINEER VISITS OUR RAILROAD

Morio Kato, adviser, consulting engineer and ex-managing director of the Hanshin Electric Railway company of Osaka, Japan, visited us during the past month.

Mr. Kato is on his first trip to America, on a year's study of railroads around the world. He was educated at Tokio Imperial University, receiving the degree of electrical engineer. Mr. Kato is married, and the daddy of four children. The PANTAGRAPH congratulates him on his standing in the electric railway field, and wishes him good luck on his splendid project.

FOREMEN TO SHELVE GAVEL FOR SUMMER

The Foremen's Conference will close for the summer after the June meeting.

Agreement on this point was reached at the May meeting, at the Michigan City station the night of the 16th. All track walkers are to be invited to this final session.

North Shore Down

Considerable discussion went to the North Shore Line conference which visited our line Sunday, May 20. Approximately 35 foremen of the North Shore Way department under Engineer Kramer spent most of the day looking over the South Shore property. W. J. Mallon, our Assistant Engineer, sponsored the party.

The next conference of South Shore foremen was to be held June 20, Chairman Van Dusen stated.

Station WENR
July High Spots

Tuesday, July 3rd—8:00 to 9:00 P. M.
"Princess Pat" ..... Herbert
Sung by Edison Quartette
Friday, July 6th—8:00 to 9:00 P. M.
"Prince of Pilsen" ... Gilbert & Sullivan
Sung by Great Lakes Quartette
Tuesday, July 10th—8:00 to 9:00 P. M.
"Chin Chin" ..... Carryll
Sung by Edison Quartette
Friday, July 13th—8:00 to 9:00 P. M.
"Gypsy Love" ..... Lehar
Sung by Great Lakes Quartette
Tuesday, July 17th—8:00 to 9:00 P. M.
"You're In Love" ..... Friml
Sung by Edison Quartette
Friday, July 20th—8:00 to 9:00 P. M.
"Royal Vagabond" ..... Goetz
Sung by Great Lakes Quartette
Tuesday, July 24th—8:00 to 9:00 P. M.
"Dollar Princess" ..... Fall
Sung by Edison Quartette
Friday, July 27th—8:00 to 9:00 P. M.
"Ermine" ..... Jacobowski
Sung by Great Lakes Quartette
Tuesday, July 31st—8:00 to 9:00 P. M.
"Maytime" ..... Romburg
Sung by Edison Quartette

Safety Meetings
July

Freight Station, 12 noon, July 2, South Bend Terminal.
Mechanical Department, 2:30 P. M., July 2, South Bend Terminal.
Bridge and Building Dept., 6:45 A. M., July 3, Mich. City Shops.
Signal Department, 7:45 A. M., July 3, Mich. City Shops.
Mechanical Department, 11:00 A. M., July 3, Mich. City Shops.
Freight Station, 1:30 P. M., July 3, Michigan City.
Crossing Flagmen and Gatemen, 6:30 A. M., July 5, Gary.
Trackmen, 7:30 A. M., July 5, Gary.
Electrical Department, 7:00 A. M.,* July 5, Gary.
Trackmen (Special Car), 9:00 A. M., July 5, Gary to South Bend.
Crossing Flagmen and Gatemen, 6:00 P. M., July 5, Gary.
Freight Station, 1:30 P. M.,* July 6, Gary.
Freight Station, 2:30 P. M.,* July 6, East Chicago.
Freight Station, 3:30 P. M.,* July 6, Hammond.
Freight Station, 6:00 P. M.,* July 6, Kensington.
Trainmen, 10:00 P. M., July 9, Kensington.
Trainmen, 8:00 A. M. to 8:00 P. M., July 11, Randolph St.
Mechanical Department, 2:00 P. M., July 11, Randolph St.
Central, 1:45 P. M., July 19, General Office.

* Daylight Saving Time.

Watch for It!

The PANTAGRAPH comes out after the middle of the month. It goes, or should go, to every employe of the South Shore Line. If any one you know is not getting it regularly, notify the Publicity Department at the General Office, writing down the correct name and home address on a slip of paper so the error can be corrected. So long as a single employe fails to get his copy, the PANTAGRAPH is not doing its job. Watch for yours—be sure it isn't going into the family wastebasket by mistake!

HOME BUILDER MUST REGARD HIS PROJECT WITH CALCULATING EYE

By C. E. THORNEY
Director, Own Your Own Home Bureau

(This is the fourth of a series of "Home Hints" published in the PANTAGRAPH. For further facts and information regarding all phases of home ownership, address all inquiries to the Own Your Own Home Bureau, 72 West Adams Street, or call there in person.)

Home owning is a business proposition and should be given the same careful consideration as any other business venture. Keep in mind always that the financial agencies loaning you money to assist in your home building program consider your case entirely from an investment point of view. You in turn must naturally do everything possible to safeguard your financial obligation.

Probably the first question that arises in your mind is, "How expensive a home can I afford to build?"

The opinion of budget experts is that a man earning a salary of $2,400 a year can conveniently purchase a house and lot not to exceed $6,000. In other words the total value of the investment should equal an amount about 2½ times the amount of the annual income. The man who purchases a home beyond his income is piling up for himself a lot of difficulties and grief. On the other hand, skimping in building operations or erecting a home without modern conveniences, deprives the family of a great deal of the home's comforts and happiness. A home without conveniences is likewise a great deal more difficult to sell.

Easy to Finance

Financing seems to be the bug-a-boo for many prospective home owners, but after all it is a simple proposition. There are three generally accepted methods of securing money to finance a home. Each has its advantages and each is designed to meet certain requirements. We will discuss in detail each of these plans in succeeding issues and in the meantime should you encounter any home owning problems, write, telephone or call in person at the Bureau, 72 West Adams Street, Chicago, and we will go over them with you.

Question:

There are some trees and shrubbery on our lot which we would like to safeguard against rough treatment while our house is being built. What precautions can we take?

Answer:

Have a clause in the specifications that will make the contractor responsible for the protection of those trees that you want to save. Have him box them up. Do not allow him to pile earth or heavy building material against them.

Question:

How far apart should lath be laid? Is there danger of getting them too close together or too far apart?

Answer:

If lath are too close together the plaster keys cannot be formed. If they are too far apart plaster is wasted. One-fourth inch is the minimum on the side walls and three-eighths is the minimum on the ceilings.

Question:

How should we insulate the walls of a house we are building from natural field stone?

Answer:

We suggest that you cover the inside of the walls with water-proof paper and then strip them. Lath and plaster goes over the stripping.

March of Progress Goes On Along Line

(Continued from Page 1, Col. 2)

the new high-speed siding at Tamarack, the protecting sentinels are going in. Interlocking plants are going to have approach locking, preventing the operator from changing the routing through the plant after the incoming train has reached the locking point a mile away.

Thirty-three hundred feet more of double track will be in operation on the South Shore Line with the completion of the increased Virginia street siding, east of Gary station, in the next two months. Grading is finished and materials are unloaded. O. F. Harvey will have charge of the laying, and J. M. Salvato of the surfacing.

Operating Old-timers

Alva B. Parsons, the big Traveling Motorman who never gets ruffled no matter what happens, has a background of service with the South Shore Line of which any man might well be proud.

Alva Parsons

"Alvy" was here at the start, July 1, 1908. He came over from the Lake Shore Electric, where he had served for five years, to become a dispatcher. Six months later he went up to Assistant Superintendent. A year later, at his own request, he went back to his first favorite, the position of motorman, where he remained until the past April, when he was made Traveling Motorman.

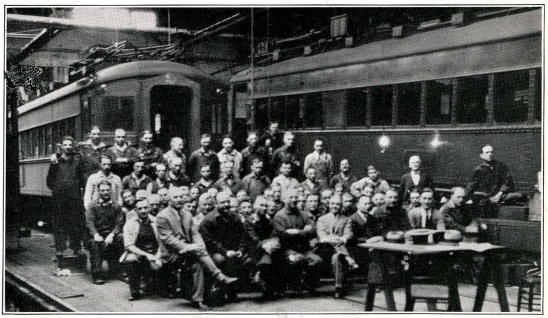
According to C. G. Scuffham, Chief Clerk in the Transportation Department, Mr. Parsons' record is clear. In twenty years of service on this railroad, he has kept his slate clean. Most motormen will tell you that is a hard job when they are playing in the best of luck, but it takes more than luck to make it stick for twenty years.

ONE WAY

There wasn't a seat in the crowded waiting room. A slick guy surveyed the place, looked at his watch, then at the depot clock. Hastily he grabbed his baggage and dashed for the platform. The other travelers looked at their watches, grabbed their baggage and dashed after him. Then the slick guy sneaked back into the empty waiting room, picked out the most comfortable seat and waited for the train that wasn't due for another half hour.

—Miss K., from AERA.

Safety Meeting In the Shops



Here they are—the husky boys who keep our rolling stock rolling. The gathering was for one of W. W. Clemmons' interesting Safety meetings. The slight blur is the fault of the photographer, not the gang. Pick your man.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

Vol. II JUNE, 1928 No. 6

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

Our Company Section

The A. E. R. A. campaign for members is now in full progress. The object is to attain a goal of at least 300 new members in Company Section No. 15, and according to latest reports we are liable to fall short of the needed quota.

No doubt most of the South Shore family appreciate the benefits derived from the work of the Association. It has been the educational as well as recreational resource of a great many of our employes during the first year of its existence.

In 1927 an average of over 250 people attended the monthly meetings held in the various halls in Michigan City. Over 700 people attended the First Annual Picnic at Hudson Lake (we expect a thousand this year) and nearly 600 were entertained at the annual Christmas Party held in the Casino at Hudson Lake. And since the membership roster showed only 320 paid-up members it would seem that a small percentage of employes who have joined the Company Section have heretofore accepted the responsibility of educational work and entertainment for the rest of us.

During the past year all employes and their friends were invited to attend the monthly meetings of the Association. At several of these monthly conventions the friends greatly outnumbered the members. This is particularly unfortunate because it makes our attendance figures misrepresent the real situation.

At Christmas time, baskets of food and gifts of money were distributed to the needy through the Association, which without the thoughtfulness of this good organization would never have materialized.

Athletic events in several branches of sport will be sponsored by the Association within the coming year, and numerous other innovations will be introduced to the employe members of Company Section No. 15 in the near future. Without a full membership in this highly instructive organization, South Shore Line will face a serious gap in its business and social structure.

The membership fee of $2.00 is in no way used for local finances. It is only a part of the cost of the magazine "AERA" which is mailed to your home address monthly.

Enter your name with the Secretary and receive the advantages of the American Electric Railway Association for the coming year.

—Frank L. Winegar, Sec'y to Asst. Gen. Mgr.

A Garden Club

The Home Garden Association of our companies presented its annual spring flower show June 11-12 in the main floor auditorium of the Peoples Gas Building, Chicago. In the announcement of this striking event, there was the statement, "Under the auspices of the *Garden Clubs* of the Peoples Gas Light and Coke Company, Commonwealth Edison Company, Chicago Rapid Transit Company, Chicago North Shore & Milwaukee Railway, and Public Service Company of Northern Illinois."

Why not have the Chicago South Shore & South Bend Railroad in that list? From a hasty survey it appears that we have a sizable number of very competent gardeners along the line and in the general office. Apparently all that is needed is some Paul Revere of the soil to call his fellow horticulturists together and organize.

The flower exposition is past, but there is the annual fall flower and vegetable show still to come. Where is the man or woman on the South Shore Line who will make the first move toward organizing, and putting out a South Shore Garden Club exhibit next fall that will sweep the boards?

Individual South Shore exhibitors, as usual, are invited to bring their prize contributions and compete. But it could be done as a club entry, if such a club were formed, and the benefits to our railroad as actual sponsor would be much the greater.

—Suggested by Charles H. Jones, General Manager.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

MY NAME'S SPEED!

We learn that our Dining Car Supervisor, Mr. Speed, has purchased an automobile and incidentally a pair of overalls in case of emergency. We are informed that he has been turning up the highway between Chicago and Gary since he got this car and our advice to him, when the traffic cop directs him to the curbing is to be sure and give a different name, as the law hates to be kidded.

—L. J. H.

! ! !

Frank Scrivnor has finally discarded his red flannels. When he told the clerk in the clothing store that he wanted some lighter apparel the clerk asked him, "How long?" Frank replied, "All summer."

—Charley.

! ! !

Lady to Collector: "I'll have to get off at the next railroad crossing."

Collector: "So will I."

—Frenchy

! ! !

He laughed when a shopmate dug from his eye
A speck with a match, whittled round.
They took off the bandages after six weeks,
He could see with one eye, it was found.

! ! !

A lady, a short time ago, appeared at the Gary ticket office with a small boy and asked when the train would leave for South Bend. The agent very politely told her that the trains left two minutes of every hour. In a few minutes the woman reappeared with the small boy and again asked the agent the leaving time for South Bend. The agent very politely told her. The third time this lady appeared the agent said, "Why, lady, I have already told you twice when the train leaves." Then the lady very kindly said, "I know it, but Johnny likes to see you come to the window, it reminds him of the zoo."

—Walt.

! ! !

Even Samson was strong for advertising. He took two columns and brought down the house.

—Behold Buffalo.

! ! !

RULE 99

I'll speak of a rule, known as rule ninety-nine,
In the old standard book it's a very long line;
It means what it says, there's never a doubt;
As you read it over, don't leave any out.
When a train must be stopped or when it's delayed,
On a long level track, on a curve or a grade,
You have to go back, yes, away, 'way back,
To stop all the trains that may come on that track.
From sunrise to sunset, the red flag for you,
Take plenty of fusees and torpedoes too;
If it's after dark, take a red and white light;
When you go out to flag, flag hard and flag right.
Remember this rule, it's called rule ninety-nine;
If you know it all right, well, that's very fine;
But flag as you should, to the fullest degree,
And you'll last much longer with this Company.

—"Nig" Harman.

! ! !

They were new brakemen, and the conductor wanted to start them easily. He said to the first, "You'll take a broom and scrub out the caboose." To the second he said, "Go down the train and see that the hose connections are okay, then tell the motorman to cut her in."

The second brakeman went down the line, climbed into the cab, and said to the motorman, "Cut her in." "Cut what in?" said the motorman.

"The water, you darn fool, we're goin' to scrub the caboose."

—W. W. Clemmons.

! ! !

June. Be on your guard, fish!

—YE ED.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Costello
Correspondent

Social Calender—Bridge. Loretta Arnold entertained her club on May 2nd. Prizes won by Laura Stephenson and Evelyn Kieper. Margarethe Coupland entertained on May 16th, with Evelyn and Miss Lillian Wenzel capturing the honors. Miss Wenzel and Florence Hartwig were guests. May 23rd was Martha Rawlings' turn and Esther Peters and Hazel Mell "copped" the prizes. On June 6th Esther Peters entertained at her home with 3 tables of bridge with Mildred Larson and Mrs. Paul White winning the prizes. A number of girls also journeyed to South Bend where Miss Ruth Kelver entertained them at her home; prizes were won by Irene Gottshaw and Dorothy Bingamon. Bridge seems to be the popular indoor sport with the South Shore girls.

Little Billy, son of Mabel Farber, has been quarantined at his home with scarlet fever. Billy is much improved, however, and we hope he will soon be able to be out again.

Miss Maeder Gone

June Maeder left this company on June 9th to join her parents in Erie, Pennsylvania, where they are now making their home. We don't know how to get along without June's smile and cheery "Hello-o-o."

M. J. Naughton was missing from the office several days last month, but don't think she wasn't on the job. She was more than busy helping entertain several hundred business women who were in Michigan City for the State Convention of Business and Professional Women. As head of the Transportation Committee she gave a nice lot of business to the South Shore Line.

H. O. Connell spent two weeks recently at the Great Lakes Naval Station. This is an annual occurrence with Connell, as he goes up there for naval training every spring.

Have you noticed "Kick" going around with his head in the clouds. If anyone wants to know the reason take a look at Irene's left hand (third finger). 'Nuf said. Kick says he thinks October is about the right time to take his vacation.

John and Dick, our basement sheiks, are busy as can be these days getting the new stationery room in apple-pie order.

Introducing Mr. Moltz

L. W. Moltz, for many years connected with the "North Shore Line" and Southern Railway, is now employed in the Freight Accounting Department as Traveling Auditor.

Since Wally Lloyd has taken to writing poetry (?), (see last month's PAN), we think it must be getting close. How about it, Loretta, summer or early fall?

Irene and Dorothy Sprencel, Hazel Mell, Evelyn Kieper, and "yours truly" spent a week at Twin-Inn Cottage, Sheridan Beach, with several other girls. They report a grand and glorious time, especially "motoring" to and from work.

The "boss" is stepping high these days with new shell rims. If you have ever worn glasses you know what we mean.

Ask the Car Accounting Department, Geo. Scrivani in particular, how they like going to work at 6:44. It sure is hard on them to leave the girl friend an hour earlier every night.

Famous sayings about the office—"Mac, will you see that the vault is closed tonight?"

Conductors

Louis Kriesel
Correspondent

By the way, those that were lucky enough to get to go to the Policeman's Ball at the Oasis last night got their money's worth. The one act that Mr. George Segnitz and the rest of the orchestra put on was well worth the price. George knows his stuff when it comes to doin' the "Hula, hula." Conductor Reppert was a spectator at the dance.

Motorman Nye says it's all right sleeping in these cars but he wishes some of the collectors would put clothes pins on their noses when they come into the car to sleep where he is. He says you would think it was a foghorn blowing when they get a-going.

Listen, Conductors and Collectors, and all the rest, if you want a summer's vacation with pay, get busy now. The Better Business Campaign is giving for first prize this next time a three-day trip with expenses paid to those getting the most group business.

Collector Berger says this sleeping in the cars makes an old man out of you quick. Stick to the ship, Berger, it won't be long before you will feel young again.

Conductor Hall is displaying his new Florida Palm cap and coat. Some class, Jean.

How to Reduce

Collector Curtis thinks a collecting job is a reducing exercise. He says flagging the railroads ought to make him reduce.

Collector Retseck wants to know why the "bug hunters" wear woolen shirts and sox. He says they surely can't hunt bugs at night, unless it's the kind that come out at night.

Collector Coupland is back with us again after being in the hospital for about a month. Here's hoping you feel better, Harry.

Collector Staschen has moved, but only a half a block from the depot. He says he isn't taking any chances on sleeping in.

I wonder what happened to Conductor Erickson one morning here recently. Do you suppose he lost his way in the fog coming out of Calumet City?

Conductor Fields still claims to be the sheik of the railroad. He says the rest are not in it with him. Watch your step, Frankie.

Conductor Platt and Collector Retseck want to know if Collector Staschen knows any more good fish stories. They were seen coming from the pier at 5:00 o'clock in the morning and when asked how many fish they had, they said all they got was good and cold. Too bad, Clarence and Paul, but maybe you didn't use the same bait that Staschen did.

Collectors Miller and Ransome are back at work again after spending spring vacations.

"500 Carl"

When it comes to playing "500," Conductor Gehweiler is a first-class player. All right, Carl, we will be out for instructions on how to play "500."

Conductor Farquhar is going to spend his vacation sometime next month on the rough and balmy seas, for he is going on the Naval Reserve's cruise. All right, Hal, don't forget to feed the fish.

Motorman Thayer says he misses that old Overland 90 that he used to own. He says it was a good old wagon, but it was all worn out. You ought to get a Whippet now, Doc.

Brakeman Curly, who injured his knee last week left for Vandalia, Ill., to spend a couple of weeks resting up.

Collector Kroening and wife motored to Muskegon, Mich., Sunday, and report the roads in perfect condition. He says it was a nice drive.

Collector Ross says the old car wasn't speedy enough for him, so he traded it for a new Graham Paige. Let's see you go now, Ross.

Conductor Marvinske says they can't beat the Graham Paige. We'll ask Collector Ross about that.

Wattling Is Back

Conductor Falk says it won't be long now before we will be taking another salesman's course; Bartlett Subdivision opens up about the first of June.

Conductor Jarvoch says these motor cars are just like horses, you have to weight them down when you get off to get change. Teddy is going to get Collector Berger a toy bell to amuse himself with when he gets off the train.

The collectors are all smiles because Collector Callahan is representing the collectors at the Misplaced Eyebrow Convention—so Conductor Fields bet on this in shape or Collector Callahan will carry the honors away from him.

Motorman Wattling just returned from Springfield, where he has been spending a few days.

Whosit?

Nobody guessed last month's picture, so we had to give up the prized space to a contributor. The person above is a very active employe of the South Shore Line, well and favorably known to all of us. Whosit?

The serious-looking youth in the May PANTAGRAPH was A. J. Krueger as he looked before the cares of managing a passenger terminal had begun to weigh on his broad shoulders. Anybody remember him those days?

Dining and Parlor Cars

L. J. Hile
Correspondent

The parlor and dining Cars seem to to be holding their own the past month. However, due to bad weather conditions and the daylight saving time the patronage has not shown any increase, such as we anticipated.

On May 26th we handled a special party, Chicago to Michigan City, consisting of members of the Uplift League of America, "Old Jim Gore Chapter." Refreshments were served enroute by the Dining Car Department in charge of Porter Charles Martin. Everyone was well pleased with the good service and accommodations.

Stewards Hile, Bennett and Muller continue to dispense pleasant smiles in conjunction with good service, courteously rendered. The employes under their supervision are all doing their best to make for real service and as a result no changes have been necessary.

Electrical Department

Charles Ludden
Correspondent

Marriages, Births and Deaths

Glad to say that there has been none of the latter but one each of the others.

Frank Scrivnor reports that his eldest son recently took the fatal step, and that the old man is proud of his new daughter.

Merle Aldrich recently greeted the gang with a big smile and a box of cigars and announced that he had just acquired a new dish washer at his house. He is evidently figuring on having plenty of help around the house in his old age. Congratulations, Merle! We hope that the last letter in help never changes to the one that comes just before it.

Lew Howard helped the office gang with their First Aid demonstration in Gary the

ALONG THE SOUTH SHORE LINE

other day and evidently got his share of the feed that was given the boys afterwards. His stomach stuck out so far the next day that he wore a hole in the front of his shirt climbing poles.

We understand that Hank Thornsen has started a little private enterprise on the side—raising Mexican jumping beans.

McPike Visits

H. McPike, a former member of the gang who was seriously injured in an accident, paid a short visit to his old pals the other day. Guy Hunt accompanied him back to Chicago.

The days don't go by half fast enough to suit Pete Mitchell, who is anxiously looking forward to a vacation in Canada.

"Curly" Springs came back to work after his long winter vacation wearing a wild and wooly western ten-gallon hat. He says he sold his saddle. He also got lonesome for his wife the other week-end and hopped a freight for Detroit. However, he found the hotel accommodations in North Liberty so good that he decided to spend his time there. We are glad to report that he was back on the job Monday morning.

George "Red" Clark is back with us again after spending the winter in Texas.

Some of the other "old timers" who are back with us again for the summer are "Heavy" Rach, Joe Curran and Glen Westphal. All we have to do now is sing "Hail, Hail, the Gang's All Here," because they are all here and "all there," too. The best of all the men who worked here during the reconstruction period and as good a line gang as ever worked on any railroad. Hope a little praise doesn't go to their heads.

That contented look on Bill Haas' face is because his wife has come from Pennsylvania to join him. Watch him begin to put on weight now.

E. King took a couple of days off "to sit up with a sick friend."

"Shelly" reports that his new radio is working fine, but we warn his visitors to watch their step or they will trip or hang themselves on some of the wire he has strung all over the house.

George Borne is staying home and saving his money—"To get married," he says. He also says he's all ready, all he needs is a rich widow.

Walt Glashen asked for a day off to move, but Scrivnor had to refuse to let him go when he found out that Walt only had a trunk.

Freight

A. C. Culp
Correspondent

The addition to the freight house has been completed and greatly facilitates the handling of merchandise. It has been badly needed ever since we moved, owing to the increase in business.

We are sorry to report that C. E. Salisbury has been absent from his post for several weeks, owing to the severe illness of his wife. We wish Mrs. Salisbury a speedy recovery and hope to have Mr. Salisbury with us again soon. Mr. George Varga is helping in his absence.

Henry Toellner is now chief clerk, taking the position vacated by Ira K. Mummey, and J. F. Freidline has stepped into "Hank's'" shoes. We hope Mr. Freidline enjoys his work with the South Shore as well as the rest of us enjoy ours.

New awnings have been put up at the windows of the office. They were needed, and hence much appreciated, as "Old Sol" surely smiled at us.

Jimmie Rensberger has furnished a bachelor apartment and is now spending his spare time at noons and evenings looking for a housekeeper. That's right, Jimmie, June is the month of brides.

For Sale

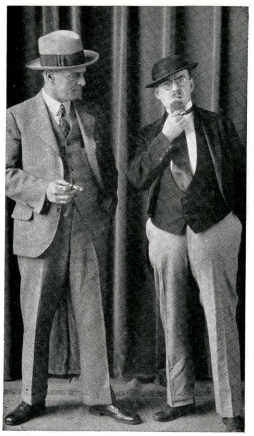
Anyone wishing vegetables and poultry can get them this fall by calling on Roscoe Arnold. His specialty will be tomatoes and ducks.

Our checker, Chester Beck, is very busy waiting on our customers and checking, especially when a lady calls. When the latter instance occurs, he is very quickly on the job, but when a gentleman comes, he says, "Get one of the other fellows, I'm busy now." More power to you, Chester.

Jimmie Kline, the foreman, is kept busy these days giving eagerly asked-for information to the chief clerk as to the whereabouts of Gladys, Preculla, Lois, Martha, Ruth, Amy, Harriet, Edna, Margaret and Betty Ann. We hope that no one's name has been omitted.

Chester took his new suit to the tailor the other night and had one sleeve shortened. And why? So he could see the time by his new wrist watch.

Mike and Herman



This is the clever pair of kidders that grace the radio programs of Station WENR—our station. Tune in on them.

General Offices

M. J. Naughton
Correspondent

"What is so rare as a day in June? Then if ever comes perfect days."

June, the month of roses—of sweet girl graduates—and of brides. And as there is always something to see, and something doing on the South Shore Line, we can furnish all three. The roses are blooming in the lot back of the office grounds, tender yellow brambly ones and great big pink climbing roses. We have had our sweet girl graduates. And brides! We have one—now hold your breath, not in the office, but in our South Shore family. Our beloved General Office Janitor, Mr. George Blockno, took a whole day off on the 12th to witness the marriage of his daughter Frances. He tells us that he is very sorry there were so many relations and the house was so small or he would have invited the whole office crowd to one of the old time love feasts that the people of his nationality indulge in when celebrating the nuptials of a member of the family. Well good luck, happiness galore and a long life to George Blockno's daughter in her wedded life.

Didst hear about the camping party down at the lake over the Decoration Day holiday: Listen, my children, and you shall hear of Elsie the clever cook and flivverist who had nothing on Evvy. Evvy is some vocalist as she sings: "Oh, I'm living easy on Pork Hops Greasy"—but just hear her tell how all the kids loved her fried pork chops. Make you hungry? More anon.

The little lady of the picture is Rosemarie the 19-months-old daughter of John Inman, our popular AERA secretary, who is a control inspector at the Michigan City Shops. He is the young man who has given many interesting and instructive talks before the public speaking class. John says the smile on Rosemarie's face (occasioned by his gift to her of a Hershey bar) reminds him of her mother's smile in the old courting days when he used to bring her candy.

What was it someone said about "speeding the parting guest?" Well, that did not apply on last Saturday when the office girls gathered to say good-bye to June Maeder of the Freight Accounting Department who was leaving for her new home in Erie, Pennsylvania, where her father has taken the superintendency of one of the new Weil-McLain plants. Behind the smiles and giggles of the girls was many a moist eye as they wished June good luck in her new venture. Coming to us a scant year ago, a little youngster just graduated from the high school, she became a favorite with one and all. An unusually bright girl, a splendid worker, clever and talented, in for a good time and all clean sports, with her catchy PEPPY ways it is no wonder that she endeared herself to the whole office bunch. The girls, with a slight attempt at speechmaking, presented June with a beautiful umber-striped silk umbrella—and none of us will ever forget the picture she made as with her eyes brimming over with tears she exclaimed "Oh, it's my favorite color—RED—but girls, I don't deserve it." Aufwiedersehen, June—don't forget to come back and see the old South Shore bunch.

The snapshot of these two boys will introduce to you the grandsons of our popular Ticket Agent, Mr. Albert J. Krueger of Michigan City. Every one around the Michigan City Terminal knows "Johnny Boy" the older of the two—whose week-ends are always spent with his grandparents. He is six years old and very fond of his grandad whom he takes a great delight in escorting home from the ticket office. Johnny Boy takes after AJ in brightness—for he is so far ahead of the pupils of his age at the Eastport School that it has been necessary on two different occasions for him to skip a room—his last skip from 2-1 to 3-1. Next to South Shore revenue increases, Johnny Boy's progress at school is Mr. Krueger's greatest delight. Last week the young man was awarded a bright new dollar for his promotion. The younger boy, three years old, insists that he will not take a back seat and when the picture was to be taken stole a march and got out in front—and smiling at you, says call me "Tommy."

The correspondents have sung the praises of each and every one of you connected with the railroad—but this time we're going to let you in on the pet hobbies of your co-workers—so let's Go!

S. A. Morrison: I have none, except work.

Fred Williamson: Just work.

ALONG THE SOUTH SHORE LINE

W. A. Underwood: If I had the time, it would be afternoon teas.

W. J. Mallon: Fixing up my home and yard—landscape gardening.

B. L. Smith: Camping and fishing.

Merle Aldrich: Nothing but WORK.

F. G. Barr: Fishing and golfing.

R. G. Hotchkiss: Fishing.

Clarence G. Scuffham: Fishing.

Fred Mitchell: Organ and church music.

Chas. F. Ludden: Driving my Chrysler around the Cedar Street Curve.

Kenneth Kimmel: My pretty wife.

Jack Weber: Taking pictures. I have just fitted up a dark room so bring on your snapshots.

Anna Drolema: A smile for every one and kid them along.

Art Tews: Fishing—and high-speed autoing.

Judson Titsworth: Smoking my pipe.

C. P. Valleau: Playing chess.

George Gensch: Golfing and bowling.

Alphonse Timm: Fishing and swimming.

George Segnitz: Music.

George Rauk: Pinochle.

Mary Phillips: Hiking and horseback riding.

E. H. Utley, Jr.: Golfing and tennis.

Mack Bernethy: Camping. Raising radishes. Buying gasoline and oil for the Pontiac.

Edward R. Lewis: Music.

John V. Fraley: Bowling and vocal music.

Harold C. Flory: Tennis. Cubs and Sox.

Rose Mentag: Music.

Loretta Arnold: Mine is in the other room.

Wallace Lloyd: Just one girl.

Elsie Costello: Oh, boy, I guess it is driving flivvers.

Mabel Farber: Raising my two youngsters.

Jim Haller: Fishing and golfing.

Ray C. Glassman: Girls—or rather a girl—and then with the little time left I like to go fishing.

Imogene C. Hasemeyer: Speedway races.

Evelyn Kieper: Russell.

Marie Kelly: All kinds of sports — and motoring.

Lilah Thompson: Reading — and looking after my son at school.

Laura Stephenson: Playing bridge.

John R. Fogarty: Hunting and fishing.

Ralph Bernard: Music.

Myron Clark: I have none, except hard work.

George F. Scrivani: Singing a few songs. Athletics. Tennis is my favorite pastime.

Esther Peters: Dancing and listening to KYW on Monday nights.

Mildred Larson: Motoring, playing bridge, and entertaining my friends.

Harry Connell: Brunettes.

C. E. Connelly: Reading. Artcrafts. Tennis.

Albert Harbaugh: Fishing and hunting.

Ruth Kelver: Getting up in the mornings.

Betty Gay: Sports of all kinds.

Frank Winegar: Why, it's golfing, absolutely and positively.

Dick Cook: Music and dancing.

John Sack: Raising police dogs.

Louis Rappeport: Nothing I like better than eating.

Isadore Barnberg: Playing the violin. Swimming and golfing.

Irene Gottshaw: Aeroplane riding and tennis.

Martha Bartels: Movies.

M. J. Naughton: Farming - motoring - celebrating Saint Patrick's Day.

Lyle V. Rawlings: Motoring and exploring unfrequented roads and trails.

Sam C. Sadler: Crossword puzzles.

E. W. Drake: Butterfly collection.

Kenneth Kickush: Baseball.

Irene Sprencel: Have no hobby just now—but Ken.

O. H. Hansen: Fishing, motoring and good country roads ending up at the farm where there is plenty of good eats.

Jim Spears: Music.

Albert J. Krueger: Work and lots of it.

Pauline Kimmel: My pet hobby just now is learning to keep house.

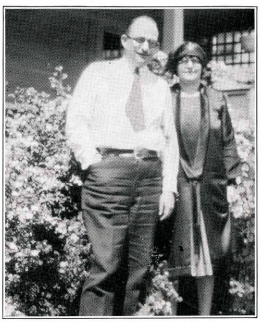
George Blockno: Flowers and the South Shore grounds.

Lloyd Bantz: Arbitrator for lovesick couples.

Benny Kabacinski: Motoring and pretty girls.

Dude Kirk: Engineering studies.

The Sausamen



Mr. and Mrs. H. W. Sausaman at their home, 131 E. Eckman St., South Bend, Ind. Mr. Sausaman is chief clerk in the South Bend Traffic Department.

—C. W. Veach.

Fred Parker: The American Legion.

Harry F. Kirk: Music.

Jim Heath: Work and lots of it.

John Kelley: Bigger and better girls.

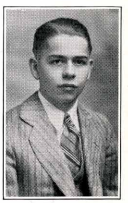
Earl Stover: My wife.

The South Shore is indeed proud to know that among the graduating class at the Michigan City High School this month were the children of three of our most valued employes. They are as follows:

The sweet girl graduate pictured here is May Jane Sterling, the 17-year-old daughter of J. P. Sterling, one of our Freight Car inspectors. Mary Jane is as good a musician as she is sunny tempered and good natured — has been teaching piano for sometime—and it is her intention to go on with her music work, that is to do concert work in the professional field of music.

Now we have Miss Janet Sutton, the charming 17 year old daughter of Conductor Hugh Sutton, one of the "old time" employes on the South Shore. Janet is what might be called one of the South Shore children, as she was born in Michigan City after her father had been with the South Shore three years. She is also an accomplished musician, which is very natural, as Hugh Sutton is quite a musician and has been connected with the Michigan City band since he came to Michigan City. Janet is also a saxophone player. She, and her dad too, are very proud of her brother Richard's connection with the Purdue University Band, as they will tell you it is an honor that rareiy goes to a freshman at that school.

And here we have the lone male graduate of the South Shore bunch—the "thorn among the roses" as it were, however if all thorns were as good looking as Grant Stein there would be no kick coming. He is the son of Harry Stein who holds the enviable rank of No. 1 on the Conductor's Seniority List. Grant was one of the first South Shore children, born in Michigan City nineteen years ago. Most boys when they graduate from the High School are casting around for something to do—some place to fill in the business world—not so with Grant. He is ambition personified, and for the last two years in his spare time has been learning the undertaking business under the able tutelage of Chris Wilbur. Remember Chris, one of our former motormen? Same congenial chap, who now carries the proud title of City Mayor and Commissioner. Grant is now a valued assistant in the Wilbur Funeral Parlor establishment—and is a very peppy alert fellow, and is bound to make his mark in the world.



Passenger Agents

W. C. Eggert
Correspondent

It sure looks good to see all the agents dressed alike in their new coats. Some class.

Sorry that Bert McClellan had to leave the services of the company, but we all wish him success in his new work.

Pete Gillis says that if they had two more Notre Dame colleges and school terms ending at the same time they would have to pass a law to lengthen the days to 48 hours.

It seems that Jerry Kiefer and Mr. Lyons of East Chicago are gaining in weight as they are both wearing two sizes larger coats.

Charles Hall, the galloping porter of South Bend, had the misfortune of putting his shoulder out of place while handling baggage during the baggage rush of the last week.

Charles Veach, our congenial Passenger Representative, doesn't chance to light his cigars nowadays and smokes them without being lit. Smoke up, Charlie.

Shops

A. C. Tews
Correspondent

One Sunday evening, about 7:45, Marvin Crary, Car Cleaning Foreman, called at the shops, with his Oakland all shined up, for Benny Kabacinski. Asked where they were going, Marvin said to church. Now there is not quite so much mutual feeling between Marvin and the confirmed bachelor, Otto Meer. You know, "Old Pals."

One Saturday night Otis Stafford and Wally Bohnstadt went to South Bend. Somehow Wally got lost. Wally says he isn't going with Otis any more because he spent all night looking for Otis and did not get home until 8:00 A. M. Otis says it was bad for him, too, because he looked for Wally and it was daybreak when he got home. Now Otis wants to change shifts so he can start out earlier and get home before the rest are going to work.

"Penny," our sheik switchman, says a great mistake was made in last month's Pantagraph. Bennie says, "I do hereby swear that I am not a 'sheik' but a real honest-to-goodness 'he caveman'."

How to Stop a Car

Frank Silakowski, alias "Cicero," alias "Little Italy," says, "If those Northern Indiana City cars don't stop at our South Shore crossings, just let me know, I'll stop 'em." Have to admit that "Cicero" did stop one of 'em all right.

W. W. Clemmons, please take notice! Did you ever see that ad which reads something like

ALONG THE SOUTH SHORE LINE

this; "When better cars are built Buick will build them."

Now, don't worry about the "Oakland," boys, it will run "sometime somewhere," maybe.

"Uncle Walt" Diedrich is expecting a red hot summer. Oh, yes, the blowers in the pits are all in good working order.

Have you ever heard the one about "Ole" discarding the left bower? Ask Joe Pekarski.

C. C. Pyle missed a sure thing by not getting "Skinny" Foster in his "Bunion Derby." H. Krueger was training for it, but fell and skinned his face.

Signals

W. M. Lloyd
Correspondent

Did you ever have to write
And not know what
To write about
And you scratch your head
And think and think
And there is no news for
Ye Ed says news is when
A man bites a dog
Not when a dog bites a man
And not a single one
Of the Signal Department crew
Has ever bitten a dog
And there is no news
But Earl Braginton has
A new garage
Down near Trail Creek
With electric lights and
All modern conveniences
And we don't see Earl
Much any more
Perhaps the reason is
We owe Earl
Two bucks for dues
To the A. E. R. A.
And are laying low
Then we heard that
Ralph Osborn
Is quite a runner
But not quite fast
Enough to catch
Those two-legged deers
He chased
All over East Chicago
And they got away
With Ralph's tools
And flashlight
But that doesn't keep
Ralph in at night
Then our old friend
"Duc"
Is quite a runner too
He chased his hat
Three blocks behind
Number two
And Unk TenVoorde has added
Herdsmanship to his other work
Some hogs broke loose and
Grazed on the right of way
Unk chased them off in
Less time than that
They say
Then there is Talbott from Tremont
Can't get anything on him
But we have his picture
And you can judge for yourself
When we publish it some day
Duclos has a collegiate crew
From Iowa, Illinois and Purdue
And I'll bet
They turn Duc's hair grey
In a week or two
I thank you

Behold the Poet!

Sports

Lloyd Bantz
Correspondent

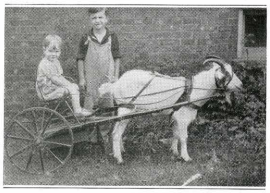
Just to remind you that it won't be long now, the company picnic is not far off. This is to tip you off to get into training—more details will follow in a later issue.

CHALLENGE!

From Captain Rudnick of the Shops indoor baseball team comes the following challenge:

"The Shops Department Indoor Baseball Team hurls a broadside challenge to any other South Shore Department for a game to be played at the Second Annual Picnic.

Andy's Tots



Bernard and Emma Jeane Culp, children of our congenial freight agent at South Bend, Ind. Most everyone calls him Andy, except his wife. However his name is not Andy, and if you want to get his GOAT call him by his right name.

—C. W. Veach.

Telegraph inquiries to Lester Rudnick, care of Shops, Michigan City, for prompt booking."

Somebody told the Sports Correspondent that Pipher had the spring fever—well, this should bring him back to life.

The First Aid Drill team put on several demonstrations at Gary during the last week in May. One of the places visited was Froebel High School.

Every expedition must have one or two popular persons to serve as a drawing card. It looked as if Weber was to be the event of the day. While we were waiting in the hall to be escorted to the dressing rooms, several students congregated around him. After he had used every known method of getting rid of them, one turned and said, "I know who you are, you're the circus." The handsome man with the mustache scored the touchdown for the day.

To Make Mud Pies

Between demonstrations the team was given full privilege of the tank. Dave Whitelaw suggested to Coach Kyle that sand pile be placed near the three foot depth for a couple of the members.

Gensch seems to think the horse shoe pitching trophy is becoming tarnished in the line car, and is trying to find a good running partner to place it in the office. If I am not mistaken, Pete and Shelley had a glass case made and fastened permanently in the line car. They say it would be easier to beat their competitors than to remove it from its resting place.

B. L. Smith suggests that a rope spinning and axe throwing contest be staged at this year's picnic. We think Ben wants some ribbons hung in his office.

Traffic Department

C. L. Binger
Correspondent

A Short Story

Once upon a time—at about the season of nature's blossoming into the beauteous springtime—in fact when the air is charged with the thrill and expectancy of Kentucky's annual classic; three men, imbued with the spirits of the time, gathered together, and retired to the domicile of one.

It was in the early afternoon—and the good old melodies of ye olden days were resounding through the halls, viz:

Tinkle, tinkle, little ice cubes,
I can see you ovah theah,
And, departing, leave behind thee
Spots upon the clothes I weah.

Anyhow, the race was run and these three jolly good fellows, who had assembled to listen to the returns, learned the results the following afternoon, which was Sunday, in the Sunday paper.

"It's always fair weather, when good fellows get together"—but sometimes the clouds assemble at the same time, it rains, the spirits are dampened—but "The Melody Lingers On."

Acquaintances of our good friend Roy Frantz will be interested in his new experiment. Always in quest of the fount of eternal youth, Roy has been trying cold showers. He is a bear for cold showers—then after the shower he takes his sitting down exercises to the tune of "Chilly—Chilly—Chilly in my B. V. D.'s."

The crimson quartette, now in process of organization, has two full-fledged members. They are rehearsing, "Yes, we have no tomatoes—we have no tomatoes today."

Dangerous Dan McGrew must have been very much shot. In cleaning away the gory substance, which was supposed to represent frosted cheeks, and in the aftermath of his bar room brawl, when he went in quest of a strawberry sundae, he inadvertently got some on his neck. When he awoke the next forenoon around 5:00 A. M. (he got in at 4:00 A. M.) he found the crimson hue stained his pillow and his under apparel. The scene presented a typical murder of a pillow prowler or such like. We anticipate a very touching explanation of this incident to Mrs. McGrew.

Osborn, Maintainer, Nabs $100 Prize

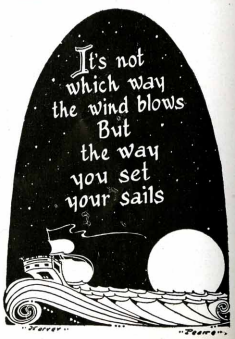
(Continued from Page 1, Col. 3)

cial parties the Traffic Department has been escorting over our line the past month, the South Shore is coming into its own as a "party travel" railroad. Boosters who not only keep an ear to the ground for tips, but go out and organize trips among their friends and their clubs and societies, will be in line for the enviable three-day trip for themselves and a member of their family, according to Mr. Stover.

DINING CAR RECIPES

Select large, clean, sound potatoes. Scrub potatoes thoroughly. Place in boiling water for one minute. Dry them and massage with olive oil and bake in hot oven for 45 minutes, or until soft through. Serve as desired.

Please remember the best part of the potato is near the outside.



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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 JULY, 1928 No. 7

THURSDAY IS PICNIC DAY

Committee Plans On Great Time for All South Shore Folks

"Picnic Special" to Haul Us Out; Big Field Day, Lunch, and Mystery Man on Card

The big "sociable" event of the South Shore Line year, our annual picnic and field day, comes off next Thursday at Hudson Lake, and woe betide the folks that fail to go. They'll miss the party of a lifetime!

At a meeting June 22, the program committee of Company Section No. 15, which has taken on the job of staging this great event, completed its plans and put them into the mill. All that remains now for the rest of us is to get ready and go. It promises to be a busy day for all.

Train Times

Arrangements for the "Picnic Special," which will be Train No. 5 out of Chicago at 8 A. M. standard time, arriving at Hudson Lake at 10:04 A. M., were entrusted to Hugh Sutton. Possibly there will be a second section formed at Michigan City, to leave here at 9:35 (station) and 9:44 (shops) behind the No. 5. Mr. Sutton also is arranging for special service from South Bend on Train No. 12 at 10 A. M., arriving at Hudson Lake at 10:23 A. M. He will provide return transportation as it is needed, and beyond that, for all trains to stop at Hudson Lake for the convenience of late comers.

Pop Tickets

Another piece of good news is that all employes will be asked to register, and on doing so will be presented with a ticket for each child, good for a bottle of pop, or an ice cream cone.

In the adjoining column are listed the big events of the field day program, of which George Gensch is to be Marshal and Jack Weber, Announcer. Virtually everybody will have a chance to participate in some sport, and our age-old rivalries between departments are to be threshed out on the tug-of-war rope. There will also be a horseshoe pitching contest between departmental teams. And there will be prizes, of course, for all the field events, to make it worth anybody's while.

Mystery, Mystery!

A "Mystery Man of South Shore Service" appointed by Mr. Sutton, will move among the crowds of employes at Hudson Lake next Thursday, concealing his sinister identity under a harmless exterior. The picnicker who "spots" him first is to receive a prize —keep an eye open for him.

The personnel of the committee in charge is: O. H. Hansen, chairman; George Gensch, W. M. Lloyd, Hugh Sutton, John Inman, and Jack Weber.

Annual Picnic

Field Events

10:30 A. M.	First rounds of elimination Horse Shoe Pitching Contest. . Gensch
10:30 A. M.	50 Yard Dash—boys 12 to 15 years
10:40 A. M.	50 Yard Dash—girls 12 to 15 years
10:50 A. M.	Free for all race—children under 8 years ..... W. J. Mallon
11:00 A. M.	Free for all race—children 8 to 12 years
11:10 A. M.	50 Yard Dash—fat men, 40" waist line or over } Herman
11:20 A. M.	50 Yard Dash—fat women, 40" waist line or over } Weigman
12:00 A. M.	NOON to 1:00 P. M.—PICNIC DINNER
1:10 P. M.	Final Rounds Horse Shoe Pitching Contest ..... Gensch
1:30 P. M.	Men's Sack Race—free for all ..... Jack Weber
1:40 P. M.	Ladies' Stick Candy Pointing Contest—free for all
1:50 P. M.	Men's 50 Yard Dash—free for all . John Inman
2:00 P. M.	Ladies' 50 Yard Dash—free for all
2:15 P. M.	Swimming Race for Women—free for all } ..... Gensch
2:30 P. M.	Swimming Race for Men—free for all }
2:40 P. M.	First Aid Demonstration—Rescue of Drowning Man ..... W. W. Clemmons
2:50 P. M.	Address by C. H. Jones—10 minutes
3:00 P. M.	Pop Drinking Contest for Dept. Heads and Officials Only . Sutton
3:10 P. M.	Balloon Blowing for Ladies—largest in one minute .... Weigman
3:15 P. M.	Ball Game—Shops vs. General Office ..... Mallon
4:30 P. M.	Tug o' War—Track and Roadway vs. Signals and Overhead
4:40 P. M.	Shops vs. Traffic and General Office ..... John Inman
4:50 P. M.	Motormen vs. Conductors and Collectors
5:30 P. M.	EVENING LUNCH
8:00 P. M.	Dancing at the Casino (Identification tags will be furnished South Shore people so that they may dance free of charge.)

SOUTH SHORE LADS GO TO SCOUT CAMP

South Shore Line was well represented at Boy Scout camp, Camp Pottawattomie, last month, in the persons of four junior railroad men.

Jimmy Jones, son of the General Manager; Jimmy Smith, son of the Signal Supervisor; Jimmy Mallon, our Assistant Engineer's eldest; and Bill Parker, Fred's boy, were the South Shore quartet. They went out as cubs under the guidance of Chief Brown, who is in charge of the Scout Camp. They went swimming, hiking and "wieny" roasting for a solid week, and when one unfeeling Dad suggested that the week was up and it was time to go home, Son replied that he didn't want to go home. He was prepared to stay all summer.

Remember Last Year's Picnic? Forget It— A Better One's Coming

Lyrical Engineer Sings of More and Better Eats—"Inside Stuff," Sez He

By Jack Weber

Remember last year—July 28th, Thursday, our picnic day?

Remember how beautiful the sun spread its rays, and how wonderful the weather man treated us?

Remember the splendid train service and accommodations we had getting to Hudson Lake?

Remember how beautiful the dunes looked this wonderful July morning, a slight haze over the lowlands and the dewdrops on the trees glistening like diamonds in the early morning sun, also the wonderful aroma of pine wood burning, coming into the car through the open windows as we sped to Hudson Lake?

Remember the crowd that boarded the train at Michigan City, all happy, full of pep, ready to go and enjoy themselves?

Remember the horseshoe pitching contest, the races, the baseball games

(Continued on Page 2, Col. 1)

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This picture, contributed to the PANTAGRAPH by "Doc" Thayer, veteran Motorman, through Correspondent Louis Kriesel, goes back to 1910 or thereabouts, when you and I were young.

Here is the personnel; see how the years have changed the men we know—left to right, upper row standing: Hugh Sutton, E. E. Stacy, Harry Scott, George Heise, (this man so far is unrecognized), Bert Quinn, Otto Cordis and Fred Beach.

Lower row standing: Claude Wright, E. Milhous, Lew Zeigler, C. White, Harry Stein, Charley Burner, John Daly, Bill Gielow, Ed Williams, John Quinn, Dan Haley, George Hickok, Bill Greiger, "Doc" Thayer, Alec Jardine, Frank Fogelman, Ed King, Frank Smith, Joe Hunter.

Upper row sitting: Joe Marvinske, Grant A. Buchanan, formerly Superintendent, Mr. Wallace, Mr. Wilcoxon, Worth W. Pepple, attorney for the company.

Lower row sitting: C. Ruggles, Frank Rinearson, Dan Phelan, Little Tim Murphy, D. E. Ferner, Gilfoose, Tunk Hill, Tom Hoffman and Herb Brandt.

Remember Last Year's Picnic? Forget It

(Continued from Page 1, Col. 3)

and, above all, do you remember the eats? Oh, boy! wasn't it a glorious day?

These are all memories which are hard to forget; but listen, folks, on Thursday, July 26th, this year, we are going to live that day over again.

The sun is going to shine just like it did a year ago, and the weather man is going to have pity on us again.

The committee has been working hard for a month getting everything ready for the picnic day. And, believe me, it will be a better picnic than last year. I am on the committee, and I have some inside dope about this picnic, which I am going to tell you.

The baseball game will be a little more interesting for I understand better matched teams are going to play. The shop boys had better look out. There will be a lot more races this year, so be prepared to take part in them, especially the fat man's race. I think this will give some of our fatties a chance to show their speed.

The horseshoe pitching contest will be an exciting game. The shop gang is out for somebody's scalp. John Schultz of the Shops told me that they have a man in their team who throws three ringers with two shoes.

Water sports will be one of the big features, so don't forget your bathing suits.

And now we get to the most interesting feature of our picnic day—eating. Don't forget to pack your basket full to the top with good things to eat, for good appetites will be common, and somebody else might want to taste some of your wife's cake.

The committee has arranged for dancing, free to all South Shore people. We are promised even better music than last year. Also we are going to feature some old time dances; so bring your dancing shoes, dance till your feet ache; if your wife doesn't dance borrow somebody's else wife—but dance to your heart's content.

TALKS UP TERRITORY OVER STATION WSBT

Every Tuesday night at 6:15, the South Shore Line goes on the air via Radio Station WSBT, the South Bend Tribune, with something of interest not only to WSBT followers but to all South Shore Line folks.

E. B. Stover, our Special Engineer in charge of promotion work, has arranged with the station officials for fifteen minutes a week to present the story of South Shore Line territory in and around South Bend. Three addresses already have been given, starting July 3: "South Bend and Many Miles Around," "Geology of the St. Joe Valley," "The Ancient Portage." The talks are prepared from an intensive study of the history and features of the territory and are guaranteed to be worth anybody's time at the loudspeaker.

Tune in on Mr. Stover. WSBT broadcasts on 399.8 meters, 750 kilocycles. Remember—every Tuesday at 6:15 P. M. standard time.

TWO FINANCE PLANS USUALLY OPEN TO BUILDERS, THORNEY EXPLAINS

By C. Edward Thorney
Director Own Your Own Home Bureau

Home owning is a business proposition and the method of home financing particularly should merit very careful consideration.

One of the most popular plans used by prospective home owners is that of purchasing a home from a reputable builder or real estate developer. The builder ordinarily erects the house on a lot he owns—then sells you the completed home. The real estate developer, after you have purchased the lot, probably has a home financing system which will enable you to construct the home after the lot is paid for.

First and Second Liens

In either case it is customary for the prospective home owner to have completely paid for the lot or be able to make a cash payment equivalent to 15 to 25 per cent of the total value of house and lot. The unpaid balance usually divides into a first mortgage approximating 60 per cent of the total worth and bears 6 to 6½% interest; the second mortgage is usually about 20 to 25% of the total at 7 to 8% interest and matures in 1 to 3 years. In order to eliminate renewals of the second mortgage, if it be of short term type, pay it off at maturity. In some plans a definite amount is paid each month until both loans are paid out—no large lumps and each payment like rent.

The Own Your Own Home Bureau, a free service, invites you to take advantage of its facilities for reliable information concerning any phase of home development.

Safety Meetings
AUGUST

Freight Station, 12 noon, August 1, South Bend Terminal.
Mechanical Department, 2:30 P. M., August 1, South Bend Terminal.
Bridge and Building Department, 6:45 A. M., August 2, Michigan City Shop.
Signal Department, 7:45 A. M., August 2, Michigan City Shop.
Mechanical Department, 11:00 A. M., August 2, Michigan City Shop.
Freight Station, 1:30 P. M., August 2, Michigan City.
Crossing Flagmen and Gatemen, 6:30 A. M., August 3, Gary.
Trainmen, 7:30 A. M., August 3, Gary.
Electrical Department, 7:00 A. M.,* August 3, Gary.
Trackmen (Special Car), 9:00 A. M., August 3, Gary to South Bend.
Crossing Flagmen and Gatemen, 6:00 P. M., August 3, Gary.
Freight Station, 1:30 P. M.,* August 6, Gary.
Freight Station, 2:30 P. M.,* August 6, East Chicago.
Freight Station, 3:30 P. M.,* August 6, Hammond.
Freight Station, 6:00 P. M.,* August 6, Kensington.
Trainmen, 10:00 P. M., August 7, Kensington.
Trainmen, 8:00 A. M. to 8:00 P. M., August 9, Randolph St.
Mechanical Department, 2:00 P. M., August 9, Randolph St.
Central, 1:45 P. M., August 16, General Office.

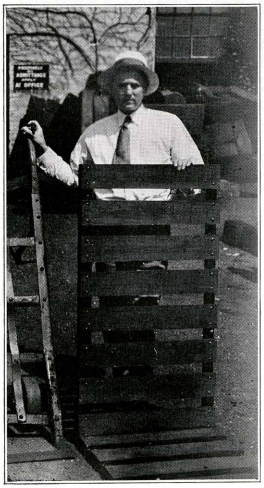
* Daylight Saving Time.

"MAC" BERNETHY NOW OFFICER OF COMPANY

W. M. Bernethy, special accountant of the South Shore Line, who lives at 130 Ashland Avenue, Michigan City, has recently been elected Assistant Secretary of the Chicago South Shore and South Bend Railroad, and thereby joins the list of officers of the company.

Mr. Bernethy has been associated with the South Shore Line for more than 15 years. Everybody who knows "Mac" will join the PANTAGRAPH in congratulations.

Devises Package Rack



Kensington Freight is trying out a new package rack devised by Frank A. Barr, Supervisor of Freight and Passenger Agents. Mr. Barr is shown here demonstrating his invention. The great advantage of the rack is that it can be loaded at one end of the plaform, hauled to the other end or into the car at one trucking operation, and unloaded there at leisure. The rack was built at the Shops according to Mr. Barr's specifications.

Operating Old-timers

Hugh Sutton, veteran South Shore Line conductor, has traveled more than a million miles over this railroad in line of duty alone.

Mr. Sutton

This is the estimate given out by Clarence G. Scuffham, Chief Clerk of Transportation, on the basis that Hugh came to the South Shore more than 20 years ago, at the beginning of things, and maintained an average of 150 miles a day 360 days of the year.

Mr. Sutton, born at LaFontaine, Ind., in 1874, came here from the Marion, Bluffton & Eastern Traction company at Bluffton, Ind. He has been in continuous service since his employment, except for a short period in 1922, when he had a leave of absence. After the expiration of that period, he "felt the call of the road again, and returned to work," as Mr. Scuffham puts it.

In addition to his qualifications as a master railroader, Hugh is an exceptional cornet player, and has been a member of the Michigan City band for years.

DINING CAR RECIPES

Fried or Braised Ice Cream

—— Fried ——

Obtain ice cream in brick form—be sure it is frozen hard.

Make waffle batter thick. Cut ice cream in slices one inch thick. Have lard very hot, two inches deep in pan. Place one slice at a time first into waffle batter then into the hot lard one-half second until brown, and serve on paper napkin on plate.

—— Braised ——

Use white of one egg and pulverized sugar beaten together to make a meringue. Keep ice cream hard. Place slice on plate, cover with meringue and set under hot broiler for one-half minute. Serve immediately.

FORMER AGENT NOW BACK AT RANDOLPH

James E. Davidson, formerly an employe of the South Shore Line, has rejoined the family as night ticket agent at Randolph St., replacing Thomas Harney, resigned.

Mr. Davidson spent some seven years behind a South Shore ticket window, leaving to be ticket agent for the Illinois Central at Harvey and other stations. In the interim he has also been with the Pressed Steel Car company at Hammond, and in the hotel business in Texas.

Old timers on the line particularly will want to join with the PANTAGRAPH in welcoming Mr. Davidson back in the family.

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.

D. C. Schnabel.....Editor

Vol. II JULY, 1928 No. 7

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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Judging a Man

George Horace Lorimer once wrote, "Look in a man's eyes for honesty; around his mouth for weakness; at his chin for strength; at his hands for temperament; at his nails for cleanliness."

If this were only the rule, the ultimate index in character, how simplified would be the day's affairs. Then the ticket agent would know at a glance whether to believe the hard luck story coming from the other side of the bars; the employer could spot in a moment the man in whose hands he had better not trust his money; the musicmaster could choose his aptest pupils without hesitation.

Any police officer will tell you that an honest eye is by no means an indication of honesty. There are certain types of criminals, particularly confidence men, whose eyes are as steadfast and unwavering as Gibraltar. Opinions vary as to what constitutes a "weak mouth." Benjamin Franklin, the grand old man of American history, had what some would call a "weak chin." Without attempting to contradict the latter two indices of the writers, consider first the kind of work a man is doing for an honest living before you condemn him for having unmanicured nails.

The homely old catch phrase, "A singed cat," brings out a point to be made here. By calling a man a singed cat you pay him a compliment: you say in so many words that he is a better man than he looks. He may go around with soiled fingernails and yet be the best freight handler on the line. He may be the world's smoothest adzman and have hands like a virtuoso. He may be the kind of a man who will even return the free stamps in a circular letter, yet not be able to look you in the eye.

There is one test, however, by which you can judge any man as to honesty, strength, temperament and neatness. That test is embodied in the question, "How good a job does he do considering his ability?" If he's honest, he'll do the best he can. If he's strong, he'll keep doing better all the time. If he's fitted to the job by temperament, he'll prove it to himself; if not, he'll get out and let a better adapted man have it. If he's neat, it will show in the result of his work.

Wanted: Ideas

The space in which this appears is devoted to matters of editorial interest to everybody in the employ of the South Shore Line. For some time it has been the practice to use here suggestions turned in by the personnel. Some excellent ideas have been made available this way, but with this issue, for the first time since the suggestion scheme was inaugurated, we go to press without an editorial sponsor.

If you have an opinion that you think would be of interest to all the rest of the South Shore family, send it in. It does not matter whether you are a lineman, trackman, shopman, trainman, office man, or any other class of employe. If it is of general interest, the PANTAGRAPH wants it. Give it to your correspondent marked for what it is, and he will deliver it.

There are plenty of things to write about. It would require small effort to keep this column full, but the viewpoint would be that of only one man. Railroads are not run on the ideas of one man. Neither are PANTAGRAPHS. Let's have some editorial ideas.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

Accompanied by his little son, a gentleman was walking along the street, when suddenly the little fellow pulled at his daddy's coat to demand attention.

"Look, Pa, look! That man's an editor!"

"Hush, my son, don't make fun of the poor fellow. God only knows what you may come to yourself, some day." —Safety Bulletin.

! ! !

Editor: Will an anaesthetic make me sick?

Doctor: No, I think not.

Editor: How lcng will it be before I know anything?

Doctor: Aren't you expecting too much of an anaesthetic?

! ! !

Reporter: Pardon me, sir, I am the perspiring reporter; do you propose spending your vacation on the sea shore or lake shore?

Fred: I don't know, but I think it will be on the South Shore.

—Lloyd B.

! ! !

NO REPAIRS

Joe didn't listen, look or stop!
They dragged his flivver to the shop.
It only took a week or two
To make the car look good as new,
But though they hunted high and low
They found no extra parts for Joe.

! ! !

"Now, Miss Donald," boomed one of the busy individuals in the general office, "I want you to understand that when I dictate a letter I want it written as dictated, and not the way you think it should be. Understand?"

"Yes, sir," said Miss Donald meekly.

"Three stenos have lost their jobs for revising letters in this office, see?"

"Yes, sir."

"All right; take a letter."

Next day Mr. Smith of the Blank Brass Company received the following:

Mr. J. W. or A or J or something, look it up, Smith, Blank Brass Company, the gyps, 822 Queen Anne or Maries or something Avenue, Seattle, Washington. Dear Mr. Smith, Hmmm:

You're a H—— of a business man. No, start over. He's liable to sue me if I insult him. The last shipment of insulators you sent us was of inferior quality and I want you to understand—no scratch out I want you to understand. Ah, unless you can ship, furnish—no ship us with your regular insulators you needn't ship us no more, period or whatever the grammar is and please pull down your skirt.

This d—— patent cigar lighter don't work more'n half the time and furthermore where was I? Nice bob you have.

Paragraph. The insulators you sent us wasn't fit to use on clothes lines with comma let alone high lines comma and we're sending the whole smear back period.

Yours truly,

Read that over, no never mind. I won't waste anymore time on that egg. I gotta rig up a golf game for tomorrow and I'll look over the carbon. Sign my name.

—M. J. N.

! ! !

Getting out a paper is no picnic.

If we print jokes, folks say we are light-minded.

If we don't they say we are too serious.

If we publish original matter, they say we lack variety.

If we publish things from other papers, we are too lazy to write.

If we are rustling news, we are not attending to business in our own department.

If we don't print contributions, we don't show proper appreciation.

If we do print them all, some say the paper is filled with junk.

Like as not some fellow will say we took this from another paper.

We did.

! ! !

July. Two jokes on us in this issue. Go ahead and laugh.—Ye Ed.

ALONG THE SOUTH SHORE LINE

Concessions

Esther Kaylor
Correspondent

Ethel Ward has become our new assistant supervisor. Let's all give her a boost.

One of our new clerks is being called Rosebud by a certain conductor. We would like to have an explanation.

For case trimmings and decorating see the Michigan City concession department. We are going to ask all employes to give our concession department a little boost, if we can't tell how good the food is let's not say anything.

Betty at South Bend would like a donation from someone, a pair of roller skates, please.

Conductors

Louis Kriesel
Correspondent

Collector Staschen says: "Early to bed and early to rise, and you won't have to give alibis."

Conductor Marks says if it doesn't stop raining pretty soon he is going to get himself a rowboat to row to work. Get yourself a swimming suit and swim to work, Johnnie.

Conductor Hansen says since they quit cooking in the waycar he sure misses his waycar soup. Don't worry, John. it won't be long now.

Collector Gambril has moved to Hammond. He says there are too many gangsters in Chicago to suit him. You aren't afraid of being bombed, are you, Gambril?

Conductor Hedstrom wants to know if they don't have summer weather around here any more. He says he wants to go swimming. Fill the bathtub up, Bill, that's better yet.

Conductor Andro says passenger work is all right, but he doesn't quite understand the language the people speak at Hegewisch. That's all right, Andro, you will soon learn.

Rain Go Away

Conductor Sutton says he doesn't mind playing for band concerts but he wished they would turn the water off up above until they go through. That's all right, Hugh, you ought to be used to it now.

Conductor Reppert and Conductor Faulkner and Motorman Sanford and Motorman Willard all went yesterday to see the Cubs play St. Louis and they claim they got their money's worth as they not only saw a baseball game, but they saw a prize fight, too.

Motorman Sanford, the Blue Island sheik, is a professional golf player and he is trying to get Conductor Faulkner to learn the game. That's the boy, Jack, we would like to see you in knickers playing pasture pool.

I wonder if Conductor Bartels knows where 63rd Street is.

Collector Bowling was dreaming at the switch the other night, so now he has stayed home four days in order to finish his dream.

Ridenour Married

Brakeman Didenour has joined the sea of matrimony. Best regards and many happy years from the boys, and don't forget the cigars.

Collector Staschen went fishing the other day. The fish were biting so good he decided to stay three days. Now he says he has had enough fishing for awhile.

Conductor Platt and Collector Retseck claim the honor of being in the class wtih the rest of the good fishermen. They claim they caught one hundred and twenty in about two hours. All right, Staschen, you tell one now.

Motorman W[illegible] and Conductor Ge[illegible] say since they have been on the milk run they got used to hearing the cows, that every time they hear one of the Illinois Central's horns blow they think it is a cow, and stop.

Ask Collector Kroening how he likes to chew Inspector Day's night and day chewing tobacco. He says it is all right as long as you don't swallow it. Howard says Conductor Miller has the only kind, Five Brothers. Is that right, Carl?

The boys would like to know why Conductor Taylor put the Nash tire cover on his car when it is only a Jewett. That is all right, Bob, but you can't hide it from us.

Conductor Jaroch woke up Monday morning and thought it was Sunday. Where did you spend that day, Teddy?

Collector Dimmick who just got married has been heard telling the boys two can live as cheap as one. Ask Collector Mitchell, Harold.

It is about time Conductor Ericson got lost in the fog again around Calumet City. Watch your step, Roy.

Collector Morris says he thinks he will put a heater on his radio set. He said he tuned in this morning and got Chile. Not so bad for a beginner, Morris.

Collector Burgwald says ticket agent jobs are all right, but he doesn't like the bars in front of him. What's the matter, George, you aren't afraid, are you?

Motorman Hedstrom says he quit fishing for awhile, he wants to give the rest of the boys a chance to catch some. Thanks, Eddie.

The Conductors and Collectors and the rest of employes are busy now. They are out to get that three-day vacation the Better Business Campaign is going to give.

Whosit?

The pretty big-eyed baby pictured here is now one of the South Shore Office girls—and when she smiles is still the same engaging girl. She knows nearly every South Shore Employe by name — can you guess HER name?

Last month's pretty baby was our good friend "Frenchy," A. L. Mercier, Conductor, who corresponds with the PANTAGRAPH—occasionally!

Electrical Department

Charles Ludden
Correspondent

All the members of the gang seem to have been behaving themselves unusually well the past month so that there is a scarcity of news.

Let's see now—Oh yes! Pete Mitchell, one of our "champeen" horseshoe pitchers is going to be on his vacation at the time of the picnic this year and thus will be unable to compete. Hope he has a fine time where he is going, and "has an extra one" for the rest of us.

Shelly, the other member of the horseshoe team, says he isn't going to let Pete's absence bother him a bit, and that he will win the Cup again this year if he has to do it alone. However, we hear that Melton, one of the new boys in the gang, and Glen Westphall are both getting their pitching arm limbered up so that Shelly will not lack able assistance.

We have heard of people hanging crepe on their nose when their brains were dead, but that couldn't have been what was the matter with Oscar Cook because he used white cloth and adhesive tape. The big question seems to be whether the "accident" occurred at home or on the job.

Hunt Hurts Hand

Another casualty happened to Guy Hunt's hand. We understand it was someone's, but not Cook's, nose that he argued with.

Scrivnor watched Kresge prices for a month until they had a sale. He has been wearing a straw hat ever since then.

Lew Howard, charter member of the Isaac Walton League, has been acting rather restless ever since the fishing season opened up. We recently found out that it was because he has so many fish bones in him that he can't get his shirt off.

"Tiewire" has just returned from his vacation in Memphis, New Orleans, Mobile, and points south. Reports a fine time and an interesting country to visit. Good thing he had his wife along because the New Orleans girls are supposed to be bad medicine for wandering husbands.

We have been saying, "It won't be long now," for about a year and finally (barring accidents) the prophecy seems to be coming true. Before the next issue of the scandal sheet comes out our senior operator, Irene, should be well on the way to married bliss, blessedness, or whatnot.

No Matrimony

Martha is leaving on her vacation also in the near future but she affirms, swears, and otherwise maintains that she has nothing in the nature of matrimony in mind.

We also have a new relief operator (another one) by name of Florence Kienetz. Seems to be first class in more ways than one. Hope she stays longer than the others did as she will probably be on the regular list before long.

Just can't let this go to press without saying something about our co-somethingorother who has gone and went and done it. None other than Mr. Wallace M. Lloyd of the Signal Department. Beyond a doubt the next issue of the Pantagraph will see a very decided change in his "free" verse style of writing.

Well, as we said before, "there ain't no news."

Freight

A. C. Culp
Correspondent

Oscar Bayman is now driving one of the South Shore tractors. We welcome him into our midst.

Vacations are in order at the South Bend freight-house. Evalyn Knight spent several days with her parents at Butler, Ind., and also attended a convention at Fort Wayne, Ind. James Rensberger spent two weeks redecorating the interior of his bachelor quarters. We understand that Jimmy has reached the point of desperation; he has been in touch with several matrimonial agencies.

Andy Loses a Lake

A. C. Culp says he had intended to spend his vacation at Beck Lake, just outside South Bend, but now he is at a loss just where to go, since Beck Lake has been drained.

We are glad to report that Mr. Salisbury is back on the job.

All of Henry Toellner's friends have been wondering why Hank has been looking so melancholy and sad for the last few weeks and recently the secret was revealed when he confessed that he didn't have a girl. We hope the situation will be remedied very soon, as we have forgotten how he looks when he smiles.

General Offices

M. J. Naughton
Correspondent

Life is like a game of cards,
When you're in love it's hearts,
When you're engaged, it's diamonds.
When you're married, it's clubs,
And when you're dead, it's spades.

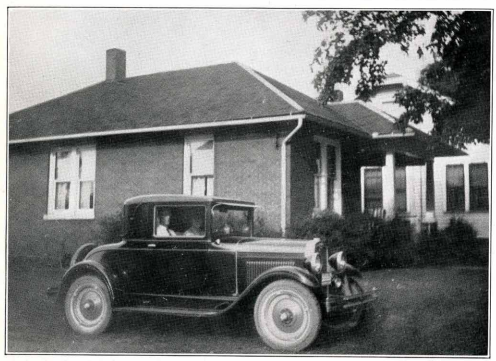
Speaking of being engaged and being in love and all the other et ceteras, do you all know how many marriages we are to have, or that may have happened, before you read this issue of the PANTAGRAPH?

Now, there's pretty Mary Ragsdale, the twenty-year-old daughter of our General Shop Foreman, who stole a march on her friends and parents and was married on the first of July. She married a Gary man—a good catch so the report goes,—and is to live in Gary. Mary being old-fashioned (whoever knew a Mary who was not?), she has settled down to housekeeping and being an honest-to-goodness married lady. The good wishes of the South Shore are extended to her and her husband.

Guess Who?

There is a wedding scheduled for the 28th of July, but I have promised faithfully I would not tell who the contracting parties are. On the other qui vive? The young lady is employed here, very pretty, and distinguished for her charming dimples—and the young man has a very fine position with one of our local manufacturing firms. "Bless you

ALONG THE SOUTH SHORE LINE



Above are pictured Dispatcher Fred C. Schlacter and Mrs. Schlacter, who are true believers in the OWN YOUR OWN HOME Campaign. Fred came to the South Shore back in August, 1918, almost ten years ago, and surely can be classed as one of the "Old Timers." They have a very comfortable bungalow, situated on the Michigan Road ("just up Roeske from the General Offices") this side of the famous Trail Creek Village. The smooth lawn and beautiful shrubs and flowers surrounding the home bespeak the great interest taken in the place by Fred and his wife. Fred is always the same cool, unruffled, "easy-to-get-along-with" fellow as he was the first day he came on the property. They all like Fred, as the trainmen will tell you. After working hours the Schlacters are often encountered on the highways and roads around Michigan City in their chummy coupe, and are an ideal couple.

—M. J. Naughton

my children" will soon be in order. They will spend their honeymoon in Wisconsin. The first ones guessing who the lucky parties are will be privileged to occupy the honor roll of this column for the month of August.

And the next marriage in Line: Well, the girl is a chum of the dimpled girl aforesaid—she is no giant in stature; is brainy, a conscientious hard worker—but withal very peppy and well liked—and has just become the proud owner of a beautiful diamond. The young man is the son of a former South Shore man who ye correspondent can testify is A No. 1. Now put on your thinking cap.

Irene Gottshaw returned from a delightful three-day trip with a party of friends to Muskegon. The vacation certainly agreed with her. She is happier and jollier than ever.

Another Secret

Now the next on the list? Oh, gee, I want to tell you but would be murdered if I did. See if you can guess. You often hear her sweet voice over the phone—most every one stops at her desk to have a word with her. She is to have her vacation in a month or so—is to drive down towards good old Missouri, near the home of Mark Twain—will cross the Mississippi, and over to Quincy, Illinois, to visit her sister—no, not a miss, but as a Mrs. The wedding will take place in a parsonage, she'll wear a veil (and believe me she'll be a "Sweet Bride"). I just never wanted to tell a secret so much before in all my life. It's hard being a woman, and having to prove that there are exceptions to the rule and that some of us can keep a secret.

Budget and Expense Committee meetings at least bring our friends down to the Michigan City office—and who among the whole office gang are we more glad to see than William Petersen, commonly known as "Pete," Al Oberfell, our jolly General Freight Agent and golf enthusiast, genial John Stephenson, our Signal Engineer who is a grower and lover of flowers, and all the other good fellows located at different points on the line, and whom we see only every now and then. Come often, fellers, you are all welcome.

New Golfer

One of our most promising golf players is lively Betty Gay. Betty is an all-around lover of sports and it is with no little regret we learn that she, for the time being, has forsaken her tennis and swimming in her enthusiasm to become a golf expert. However we will forgive Betty, for we overheard her telling one of her friends, confidentially, that of course the Gary men were all right, "but give me a Michigan City boy every time"—more good sound logic in favor of "our city by the lake which is always wide-awake."

And speaking of golf, we understand one of our former South Shore boys is frequently encountered on the golf links of the Indian Hill Club and Municipal Links at Gary—none other than jolly Marshall Leach. Remember him, big, good hearted and good natured, and in the overhead construction days, Woody's right-hand man? Marshall with his congenial nature not only made but has retained his friends—and some day you and I will be proud to know the coming "Gene Tunney" in the sporting world.

Miss Maeder Writes

Letters received from June Maeder, one of the former Accounting girls, who is making her home in Erie, Pennsylvania, indicate that she is rapidly becoming accustomed to her new surroundings, and enjoying her home and new acquaintances—reports having a good time. June writes her first trip will be back to Michigan City to see the old South Shore crowd.

Miss Mildred Forsyth, the charming daughter of Jim Forsyth, who for many years was our efficient Roadmaster, stopped off in Michigan City, en route from Los Angeles to Cleveland where she will visit her parents. She was the guest of the J. K. Gray family and other friends. Mildred is looking fine, and says while she is glad to see her old Michigan City friends, there is no place like California.

Defers to Ladies

Johnny Tiewire, as he is familiarly known to the crowd here, in other words, John D. Hasemeyer and his wife started on what they said would be a second honeymoon trip down to New Orleans. Like the average man would not listen to advice (you know I'm strong on it) he thought the hotel accommodations would be plentiful there, but as there was a National Convention of Business and Professional Women in session in town, he pulled up stakes and came on back home. Next time says he'll take to the woods. We're glad you are back.

A happy foursome enjoyed the 4th at Flint Lake near Valparaiso. Marie and Buddy, Evvy and Russell. Good swimming and bathing, fine orchestra—and a wonderful steak roast with all the good things that go with it—and a nice long ride home in the evening. The girls think the boys are wonderful cooks. NEXT?

Mrs. Thompson Back

And among the returned vacationists we have with us Lilan Thompson. We certainly missed your merry good morning and your smiles. Welcome back, Lilah, and glad you had a good time.

Michigan City extends the glad hand to the George Gensch family, who recently moved from Gary to Michigan City. Mr. Gensch is the obliging Chief Clerk in the Accounting Department, and has a charming wife and young son. It will only be a short time now until all the South Shore commuters will be residing in Michigan City, as they will not be able to resist the attractions and inducements the old town has to offer.

O. H. Vacates

Henry Hansen and his wife are planning a western tour for their vacation—will take in all the sights around Denver, Colorado Springs and Glenwood. Henry claims he will forego fishing on the trip—but we say, can you not hear him in the Pullman smoker regaling his crowd of listeners with his fish yarns? Henry is some fisherman.

How many of the customers at the Michigan City Concession know that pretty Florence Barney is married, and is the mother of the darling boy pictured here? That's one of the reasons why Florence never flirts — for she will tell you that she is the happiest woman in the world, with her handsome husband, Officer Barney, and her adored son Donald, three and one-half years old, who has the same sunny smile and blonde coloring of his mother. No, siree, Donald does not like big automobiles —prefers riding on his bicycle—and wants you to know that he has an automobile of his own, an engine and electric train and a lot of other things.

Ed Williams, who was formerly in the engineering corps of the Maintenance of Way Department—and who for the past year has been pursuing his engineering course at the Iowa State University—is again back with us for the summer months with the Signal Department. His many friends are wanting for Wally Lloyd who is on his honeymoon trip. We're mighty glad to have Ed back with us—and will watch his progress through college, as we feel that he is going to make his mark in the engineering field.

"J. K." is a very fussy man these days. Says he has gone in for farming, and will revolutionize the agricultural industry when he gets his bean project launched.

Speak Up, Gents

Ask Mr. Valleau and Mr. Barr where they got their coat of tan. There is a story connected with it. They don't have to go to the lake either.

S. A. Morrison, who is fast becoming a general favorite with every one, told us the other day that summer was officially announced, when he returned to town with a straw hat and minus his overcoat—and it certainly was a hot one Sunday when he shed his vest. Never mind, "S. A." we all wish we could keep cool under the collar like you do.

And genial Mack Bernethy now signs as "Assistant Secretary." Congratulations, Mack, we are glad to hear of your advancement. W. M. Bernethy, generally known as Mack,

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has been with the Company for the past fifteen years, and the promotion is certainly a deserved one.

Have you seen Fred Williamson with his new lid? Would not have one of the turned down leghorns or panamas because he says he is a HE-man and a Democrat—and there you are! Anyway, "F. G.", it's becoming. Wonder will the little brown derby be equally so?

Miss Florence Kienitz, the relief switchboard operator, has been with the company about three weeks, is fast becoming acquainted and like the other operators is well liked by every one. The South Shore is particularly fortunate in having three such pleasant and accommodating operators—for the voice over the phone sells the business for the company.

Once again, and within a short time, the South Shore office girls were called on to say adios to one of their popular co-workers. July 1st we all assembled for a few minutes to wish Ruth Kelver of South Bend, comptometer operator in the Accounting Department, good luck, and to present her with a beautiful purse and corsage. Too bad, Ruth, the early hours compelled you to give up your position. You have left lots of friends at the Michigan City office.

Mr. Lloyd Gardens

Have you been out to the famous Village of Trail Creek—the home of Will Clemmons, our Safety Engineer, and other celebrities—and have you noticed in the evenings that all farmer at work in one of the finest truck gardens in this section? No, it's not Al Smith exploiting his famous farmers' relief measure—it's none other than M. M. Lloyd, our Superintendent of Shops and Equipment. He is some farmer and knows his stuff, too. Mr. Lloyd says some men after office hours play "cow pasture pool" but he never could get much out of chasing after one of those pills—being a little Scotch, he believes in getting his exercise in tilling the soil and producing some revenue on the side.

Joe Connelly has been added to the bunch of shicks in the subway Record Department—and is being toted around by Isadore this week in training him to assume the duties of office boy and mail clerk during Mr. Barnberg's vacation on a fishing trip in Wisconsin.

For Men Only

As the lecturer says, now may I claim your attention for just a few seconds? Do you know what a man's worth? "Dr. Mayo analyzes the human carcass to discover its chemical value. He finds there is enough fat in the average man to make seven bars of soap; enough iron for a ten-penny nail; sugar enough to sweeten the coffee for a family of eight at the evening meal; lime enough to whitewash a chicken coop; enough magnesia for a generous dosage; phosphorus for a box of matches, potassium enough to fire a toy cannon and enough sulphur to rid a dog of fleas. Whether a man generates electricity is not within the question, but certainly he serves as a storage battery. Summing up all of the chemical properties and applying the market value, Dr. Mayo finds that for junk purposes, **an average sized healthy man should be worth about 98 cents.** Nuf said!

Know who the happy couple is? None other than our Wally and Loretta—and a regular office romance, too—in other words, right in the South Shore family. Wallace Lloyd, the son of M. M. Lloyd, Superintendent of Shops and Equipment, is chief clerk in the signal department, looking after not only the clerical end but also material work. Wally takes great pride in the personnel of the signal gang, especially during the construction period. It has been drawn entirely on young men from Iowa State, Indiana, Wisconsin and Illinois Universities. Wally is also a very able assistant in the Better Business Campaign, and not so long ago drew down one of the top-notch prizes for business he secured for the company. He can be used in various capacities in this line of work, often being called on to make speeches before farm institutes, schools, etc. Gives talks over the radio, and is moreover chief signal factotum of our Miniature Railway. "Them was the days," says Wally, when he and Earl exhibited said little railway to the admiring gaze of thousands who thronged around the display windows of the Outing and Recreation Bureau. And, to this correspondent at least, Wally has an added interest in that he came from "good old Saint Looey." He is a very active member of the Phi Delts, and as Wally helped put over some very clever stunts on the young benedicts in that fraternity, they gave him a rousing reception on the ninth—says he'll never tell what they did to him, but it was APLENTY. Wally also owns and drives a "Baby Lincoln." And the bride is Miss Loretta Arnold, a very pretty girl, which Wally says is proof enough that "Gentlemen

Prefer Blondes." Miss Arnold is the head comptometer operator in the Accounting Department—is an expert bridge player, a social favorite, and is well liked by every one as the numerous parties, showers and general festivities previous to their marriage will certainly testify. Unlike the average young couple, they are to go housekeeping in their own nome—Wally, being Scotch, saved not only for the proverbial rainy day, but for the happy day. Their romance, which started when they first took employment with the South Shore, seemed to have found a happy culmination in the First Aid classes, of which they are both very efficient members. We will all miss the Poet's (Wally) column. Wally and his bride "sailed forth on the sea of matrimony" to Lake Michigan—the spot sacred to love and romance. They will be eagerly welcomed back to our fold. More anon about the charivari that awaits them. The usual "Bless you my children"—long life and happiness galore, with a share of prosperity thrown in. Jack and Charlie asked me to add a few more to these felicitations, but told them they had their own column, so for further particulars see details in other correspondents' columns.

Parlor and Dining Cars

L. J. Hile
Correspondent

The parlor and dining cars showed considerable increase in patronage during the past month. This is accounted for, of course, by reason of the school vacation period permitting a great many of our beach patrons to return to their summer homes with the family complete. I notice there are a great many new faces among the crowd from along the lake this year and if I may be judge, it looks to me like Michigan City is fast becoming one of the most popular summer resorts around Chicago. One of our new patrons is Mr. Otte, Vice President of the National Bank of the Republic, and he paid us a very nice compliment recently on the excellent service obtained in the diner. Saturdays out of Chicago and Monday mornings out of Michigan City the past two weeks, the diners have been packed to capacity, making an extra waiter necessary.

302 Rests Up

Diner No. 302 has been sent to the Pullman Shops for repairs and replaced with Pullman diner No. 3, which is a long, heavy diner with very fine equipment and smooth riding qualities. These standard steam road diners prove conclusively that high speed makes little or no difference as to vibration. The secret, of course, is in the length and weight.

The dining car department had the pleasure of serving several special parties during the month and everything turned out nicely, as usual. The Traffic Managers Club of Chicago gave us a nice little party to the Chain O' Lakes and return, and expressed much satisfaction of the service afforded enroute. I am advised Lake Grant, better known as the "Flying Scotchman," accompanied the party.

Mr. Speed Performs

Several members of the Better Business Club journeyed to Springville during the month, where a large gathering was waiting. Our supervisor, Mr. Speed, accompanied Mr. Stover, and gave the crowd some of his thrillers for which he is noted. One man in the audience said he had thought Houdini was dead. Both the business program and entertainment were a huge success.

We learn from the American Restaurant Magazine that air diners have been inaugurated in the Imperial Airways "Silver Wing" de luxe airplanes noon service between London and Paris. A waiter is in attendance on the planes, and in addition to the cold buffet service, it is possible to order most any kind of liquid refreshments. "WOTTA LIFE. Wotta Life."

We also have some interesting data on Dining Car Losses: We learn those persons who traveled by train last year consumed 9,000,000 meals on diners, and in so doing lost around 54,000,000 for the persons who furnished the meals, according to F. R. Borger of the Monon railroad. Mr. Borger detailed his statistics at the meeting of the Association of Superintendents of Dining Cars. He states a loss of 32 to 55 cents a meal was incurred by the companies.

Shops

A. C. Tews
Correspondent

John Schultz, Foreman Machinist at Shops, is now spending his annual vacation. He expects to be fishing most of the time. No doubt we will have a picture contribution from him for the next Pan. We don't know just which will be the most alluring to him, fishing or driving that beautiful new maroon colored "Victory" Six Dodge Car which he purchased recently.

W. H. Ragsdale, General Shop Foreman, just returned from a two weeks' vacation. He took an auto trip through Southern Indiana and Illinois. He reports rain most of the time he was away.

"Ole" Rojahn, Brake Inspector, is reported as having a new side line evenings, that of being what is called a "Bouncer" at a dance palace. We wonder just how much rubber is necessary for one to become a bouncer?

Baker Twins

Congratulations are in order to Mr. and Mrs. T. H. Baker, on the birth of twin boys, born June 14, 1928. Mr. Baker is Inspector Helper at Randolph Street. The boys have been named Melvin and Marvin. Daddy Baker says he has a hard time identifying them.

Herman "Ole" Krueger is some fisherman. He holds the title, as he can catch two fish on one hook. "Ole" certainly knows his fish bait.

Howard Onderdonk, employed at South Bend Terminal, had the misfortune of falling into the pit and being laid up for about ten days due to injuries.

Signals

W. M. Lloyd
Correspondent

Ye Signal Department Scandal

Pantagraph copy time again
And the same old story
No news
And I think
I'll have to borrow somebody's dog
And see if some of the crew
Won't volunteer
To bite him
In a place or two
Just for news.
And I heard that Jack Slavin
Sleeps so sound
They pour water in his ear
To bring him around
And Joe and Tom it seems just delight
To stroll through Washington Park

ALONG THE SOUTH SHORE LINE

And eat ice cream cones at night.
And my old friend Duc
Has his hands full, too
Keeping peace and harmony
In that collegiate crew.
They wrangle and fight
For dear old Iowa, Illinois
And Purdue.
But the Illini lead by a point or two.
For they are two
To one of each
Of the other two
And Stringfellow gave the boys a treat
When he arrived at work
In a Cadillac with two ladies.
And Osborn and Talbott it seems
Are spending the summer
On the Calumet river
Chasing grounds around the bridge
And Osborn is happy
For he must chase something
Whether it be grounds or boys.
And Bragington is also an artist
Rare
He paints signals
And his face and hair.
And Unk from South Bend
Is an artist too
All the way from Hillside
To LaPorte Avenue.
And I know nothing about the boss
Because
He has been too busy I guess
To pull what the French call
A faux pas
And I also hear
That Armstrong just can't get along
Unless he chases Jack
Up and down the right of way
All day long.
I thank you.

South Bend Terminal

C. W. Veach
Correspondent

Frank Steffaniak and H. W. Sausaman, baseball fans, made a trip to Chicago, July 7th, to see a doubleheader. They report being witness to two home runs.

A Lawful Fish Story—A. W. Oberfell, General Freight Agent, a very successful fisherman from Minnesota, tried his luck in Michigan. When asked results, he replied, "FINE, caught allowance of *five*.

Sports

Lloyd Bantz
Correspondent

Do you remember that day of real sports, July 28th, 1927, when a train loaded with jolly employes and well filled lunch baskets got off at Hudson Lake amid the clicking of cameras and grinding of motion picture machines?

It was what I would call a well planned day of recreation. The experience of the first will probably correct the mistakes of the second. I am sure there will not be so many sweaters on the day in bathing suits and then spending the balance of the week in sunburn, pain and Unguentine.

Tugs of War

The Entertainment Committee does not wish to publish the sport activities too far in advance. They kinda want to keep us in suspense for a while. But just a secret to be kept between you and I; you can look for almost a duplication of last year. It looked as if they had nearly everything they could have last year and can hardly see room for more. The sport delegate asked that all departments bring their "huskies" along for a Tug-of-War. Last year there was only one Tug-of-War, between the Shops 'department and the Way and Structures department, the Shops defeating the Way and Structures department and winning a choice box of Havanas.

Many employes were in favor of staging a golf tournament. The Entertainment Committee refused this request as no facilities were nearer than South Bend and they thought it would keep many away from the picnic. However, the chairman of the Athletic Committee informed me that he, for one, is in favor of having a tournament at a later date. F. L. Winegar seems to be the promoter and anyone wishing to enter should get in touch with him and receive your handicap. Thirty points, I understand, will be the maximum allowed.

The horseshoe pitching contest was sure a hard row to hoe last year. I speak from experience for Pipher and I came to the conclusion that we didn't know the game. We went down in defeat on the first round. Shellenberg and Mitchell, representing the Electrical department and Haney and Son were runners-up for the final. The Electrical team defeated the Haney team by a few points and was awarded the trophy to keep until some other team defeats them. John Schultz from the Shops calls of a member of his team that makes three ringers with two shoes. I don't know if he helps the opponent or does a lot of Connell's bouncing.

Isadore, our office boy, has taken up golf. When he and Frank go out together they put a flour sack in their pockets to carry the "Birdies" and "Eagles" home with.

Quoting our distinguished WNR, for this day of recreation and all other days that we are together, "May our co-operation and good fellowship consist of 9°½ per cent, and our dislike and jawbone be like near beer, ½ of 1 per cent.

Traffic Department

C. L. Binger
Correspondent

Kerry Mills has joined forces with us. Kerry succeeds "Smiling Bill" Pendleton, our former junior clerk and messenger. Bill's genial disposition, natural courtesy, willingness to do things, curly hair, and general Adonis-like appearance won him a much merited promotion to the Passenger Department.

Kerry started out life on this planet in London, England. He is a dapper young man, with all the heart breaking proclivities one would expect from a jolly old Londoner. He expects to take up horsemanship any day now, and may become quite the famous equestrian. Our admonition is: "Don't fall off the horse." He is a very likeable chap and we're glad to have him with us. Hope he finds associations here pleasant and to his liking.

We also have a newcomer of the fair sex in our office. Miss Ruth Mechner, a charming young blonde, whose hair kind o' matches up the color of some originated when we took Miss Clarissa Ely into our fo'd. The two make quite a team. The clatter of typewriters in the stenographic corner reminds one of an infantry attack. Welcome and all that sort of thing. The last sentence is direct from London. Thanks, Kerry.

Lucky Bing

Your humble correspondent has had a little luck in the past two weeks. Among the lucky happenings was one at Canton, Ohio, recently, where I took a chance on a $50.00 Golf Bag and won. Thus encouraged, I tried a dozen golf balls, and won them. Wou'dn't it have been wonderful to hit a nice hot crap game with such phenomenal luck? The comedy of this episode is that having always been a scoffer at knee breeches that bulged out, and checked sox, I have now taken up the game of chasing the elusive ball over pastures and by the still waters, where finding not my golf ball, my vocabulary runneth over, and great is the disturbance therewith. It won't be long now.

Speaking of golf. Ye Boss has the fever. Knows all the words, too.

Just learned the reason for that far away look in Dwight Wood's face. His wife is away, and he's a bachelor.

South Shore Line has obtained the privilege of broadcasting over WSBT fifteen minutes a week for an indefinite period, depending on our ability to provide interesting material for the station listeners to enjoy. If you have a good idea that will help to keep us on the air, send it in to E. B. Stover. Suggestions are invited—criticisms of speeches made will also be appreciated.

Way and Structures Dept.

Jack Weber
Correspondent

Mr. Underwood is back at his desk again after several months of ill health. We are glad to see him well again.

The most congenial and nicest looking girl in the Way and Structures department, Mrs. Pauline Kimmel, just returned from her vacation. Pauline says she needs a vacation to catch up in sleep. Also, the Kimmels moved to their new apartment at 1824 West Fifth Ave., Gary, Ind. It won't be long now until we all will be going to the Kimmel mansion for a housewarming.

L. E. Bantz wandered into the Kresge store last week and bought plenty of fishing tackle. Will someone please tell the poor fish to look out?

Jack Brady of the Bridge and Building department has been confined to the St. Anthony Hospital for the last two weeks with pneumonia. Jack's condition is much improved and we hope he will be back to work soon.

Jim the Gardener

By the looks of Jimmie Mallon's back yard, he is going to enter into the Chicago Tribune Yard and Garden contest. I don't know where Jim got the idea for beautifying his yard, but it sure looks good. Maybe George Blockno gave him a hand.

While the big Democratic convention was in session at Houston an auxiliary session was held at Fred Williamson's home. Nobody but true Democrats attended this session. Delegates from this department were Mr. Mallon, Mr. Boller and Mr. Kelley.

Jack Weber is looking for an outboard motor, any make will do. If anyone has one for sale, or rent, get in touch with Jack Weber.

Now that most of our new construction is ended, Harry Jenkins returned to his old job as Section Foreman at Michigan City.

E. A. Keeler is now driving a Dodge Sedan. His Ford just about fell apart so it was about time he got a new gasoline burner.

RESEARCH COMMISSION IS LOOKING FOR MAN

An unusual opportunity for someone with an engineering education and some experience in public utility work is offered by the recent decision of the Utilities Research Commission to employ a paid executive officer to handle the details of its work.

This agent should be a man of engineering education and of some experience in utility affairs. He should be able to converse alike easily with the employe who makes a practical even though crude suggestion, the committee of engineers that considers the value of the suggestion, and the scientist in whose laboratory that problem is submitted to critical research investigation.

Any applications for this position or suggestions for possible candidates may be given to Mr. H. B. Gear, Secretary of the Commission, Room 1716 Edison Building, Chicago, Illinois.

Bring Your Camera

The next PANTAGRAPH will feature pictures taken at the Picnic by our employe photographers. Pack your camera along! Get 'em in action. The funniest snapshot goes on Page One next issue. Let's go!

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P 192
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THE PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 **AUGUST, 1928** **No. 8**

PARSONS WINS PRIZE TRIP

UTILITY INDUSTRY UNSURPASSED FOR INVESTMENT FIELD

Samuel Insull In Radio Address Explains Soundness of Securities

"The public utility industry is unsurpassed as a field for investment—not for speculation, but for investment," declared Samuel Insull in a radio address Thursday night, July 19, over station WEBH, Chicago.

In selecting an investment, he said, there are four main questions to be asked:

"1. Does the company whose security you are considering operate in a productive territory with reasonable prospects for growth?

"2. Is the company's property adequate, in extent and physical condition, for the demand upon it?

"3. Is the management of the company alert, enterprising, competent, honest?

"4. Are the industrial and public relations of the company satisfactory—does it get along harmoniously with its employes, and with the public? For if these relations are good, the company is not likely to be politically harassed.

"When these four questions and those naturally collateral to them can be answered in the affirmative, the securities of the public utility industry are rightly held to be preferred investments.

Individual Enterprise Encouraged

"In soundness and strength, they are second only to federal, state and local government bonds, and they yield generally a considerably better return.

"Young as it is, this public utility industry, as represented by its four main branches, has come to be the very largest industry in the country after agriculture and steam railroads. The development of it in America has been a marvel of the age.

"American initiative energy and business enterprise have made this development. It exists largely because American policy up to this time has encouraged individual enterprise, with a minimum of governmental interference and competition.

"Practically everybody in the country makes use of one or more of these public utility services. And use of them grows by leaps and bounds.

"The capital investment required for these services in the United States—the cold cash put into land and buildings and machinery and lines and

(Continued on Page 8, Col. 2)

Big Picnic Passes To History As Company's Greatest Get-together

Prizes Scattered Among Rank and File—Old Sol Shone But Failed to Burn

By Lloyd Bantz
Sports Correspondent

Assurance that the Second Annual South Shore Line picnic was a huge success was easily noted on the morning of July 27th, the day after the great event.

Many tired and sleepy figures moved leisurely around the office and property, but not one would flinch when a hand was extended toward the shoulders or back. This was proof that a busy day was exercised by all and that old "Sol" was cheated of his usual revenge. The attendance was close to 1,000.

Activities began five minutes after the arrival of the last train and a good crowd always followed the events in spite of all the other recreations that were at their disposal. The high point, of course, was the lunch—the low point was "time to go home."

A. Shellenberg, in spite of having a new partner, Glenn Westphal, was able to keep the Horse Shoe Pitching Championship in the Electrical Department. They had a hard bunch of shop teams to defeat to retain the championship. Wilbur Dabbert, son of Conductor George Dabbert, won the fifty yard dash for boys between the ages of 12 to 15 years, and Lucille Bosch won the same event for the girls.

Pete Ahern won the "Free-for-All" race for children under the age of 8 years, and George Kranzler, son of Carl, won the "Free-for-All" for children between the ages of 8 to 12 years.

"Mystery Man"

Mrs. V. D. White, wife of "Vic" White, motorman, won the fifty yard dash for fat women with a waist line over 40 inches. It was surprising how many admitted that they were a trifle plump. She also guessed the "Mystery Man"—Conductor Louis Kriesel — at 12:30 P. M.

John Morris had a winning day, as he won the men's sack race and

(Continued on Page 8, Col. 2)

Fountain Pens Awarded Quartet of G. O. Boosters

Third Period Begun August 1; Opening of School Gives Boosters New Goal.

Alva B. Parsons, Traveling Motorman, is winner of the second period first prize in the Better Business Campaign. To Mr. Parsons goes the three day trip for himself and a member of his family, with all expenses paid, to any place served by our associate railways.

M. J. Naughton, Laura Stephenson, Irene Gottshaw, Telephone Operator, and Mabel Farber, Accounting Department, were the successive winners, and are to have engraved fountain pens in colors to match their personal color scheme, according to E. B. Stover, Director.

Many Good Tips

The second period, which included May, June and July, was devoted to specialization on party business, and tips for the period ranged high in productiveness, Mr. Stover said. The third period began August 1, and will run to October 15, with party business again the objective.

"The third period of the Better Business Campaign carries us over into the beginning of school," Mr. Stover pointed out, "and opportunities, of course, increase with the return of school time.

School Trips

"Chicago sightseeing trips are growing more popular every school term among the teachers who believe in direct education. There ought to be a fertile field for our Boosters in promoting and organizing class or school parties to go up our line and visit the Field Museum, the Art Institute, the Stockyards, Lincoln Park Zoo and the many other interesting places in the big city.

"With the return of school, too, the social life of our communities is revived, and clubs, lodges, church organizations and the like begin their fall-and-winter programs. There are some remarkable opportunities here for promoting travel in groups over the South Shore Line.

Get Help Here

"If you line up a prospective event of this sort and want some help in selling the idea drop in at the Better Business office. Let us help you plan your campaign."

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

Vol. II AUGUST, 1928 No. 8

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Attitude

At a recent South Shore Line meeting, B. J. Fallon, Vice President, said in effect: "Every man on the South Shore Line must realize that his welfare is tied up with that of the railroad; where he succeeds in his tasks the company succeeds, and where he fails the company does likewise."

We are told by economists that two factors enter into the relationship between the worker and his job: ability and attitude. The man or woman who brings only his ability into the day's work is trying to make it ride on one side of the teeter board. If his company is putting out a good product, the employe has a star to hitch his wagon to, and he must hitch or fail. Failing, he will drag his company down by just that much.

The secret of all earned success is in the individual attitude. Ability can be developed in the brain, the eyes, the hands; attitude must come from the heart.

A Favor to the Company

Much has been said concerning safety and accident prevention among the employes of the South Shore Line. No doubt this great purpose has been partially accomplished. It is unnecessary to warn again of hazards at present existing in our shop and on our railroad, because we all know them. But here is an experience the writer heard about some time back.

There is a man in Hammond, Indiana, who sometimes rides the South Shore Line to Michigan City. He was telling the other day of one of his neighbors who mentioned a trip from Hammond to Chicago and return over our road. The neighbor particularly emphasized the speed our cars make and in answer the friend said, "You haven't seen anything. You ought to ride those cars east of Gary if you want to see real speed. From Hammond to Chicago they don't run fast compared to their time east of Gary." Directly he was asked, "Well now, are those cars actually safe at the speed they make?" At the time, which was about a year ago, he wasn't equal to the occasion. He didn't answer. But since that time, he has made it a point to bring up that question of safety every time he sees his neighbor, and here are some of the points he has shown him:

There is much red tape that motormen must go through before they can go on a run; the forty days they must spend as students learning the road, the proper methods of handling trains, what they are taught in the shops, how they must write the book of rules, the written examination of three hundred questions, their oral examination and the strict physical examination that they must pass. Again there is the regular inspection our cars are given, the "dead man" feature of the controllers and its purpose, the frequent tests made on the air brake apparatus, and the way trains are protected through orders from dispatchers, and by block signal systems, and other safety factors.

My plea is that every time we talk to some friend who is unfamiliar with the operation of the South Shore Line, we mention its progressive manner of carrying on traffic and passenger transportation, and above all, that we do not let that conversation end until we have said something about the safety end of this transportation. Let's tell them of our motormen as students, explain what red and green blocks mean, and we shall have done our Company a big favor.

—John Inman.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Elderly Gentleman (at Michigan City Station): The last time I rode your train the power company shut off the juice.

Messrs. Jones and Gray (looking serious): Ahem! Well, you see—

Elderly Gentleman: Oh, I know how it was. Why don't you fellers pay your light bill?

! ! !

Breakfast Table Problem:

Calculate the amount of cuticle that will be worn off the thumb of the average man consequent upon operating an alleged cigar lighter over a period of 365 days.

M. J. N.

! ! !

She had parked in front of a fire hydrant for two hours. A cop was waiting for her.

Cop: "I've waited for you for hours—what's your name?"

She: "It wouldn't do you any good if I told you. You look like a nice boy—but my husband is about twice your size and very jealous."—Al Oberfell.

! ! !

"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl you stop; then you look; and after you're married you listen."

! ! !

Smith and Brown went into a dining car. Smith gave an order for eggs and other things. Jones said, "I'll take the same as Smith, but eliminate the eggs."

The waiter went out again but soon came back and said, "Mistah Jones, how did you say you wanted your eggs cooked?"

Jones replied, "I said eliminate the eggs."

The waiter went out again but soon came back and said, "Mistah Jones, I expect you'll have to take your eggs some other way this time. The chef out there dropped the eliminator and broke it."—Frank Barr.

! ! !

Forty miles of railroad,
Mostly single track.
Eight hours to go over
Eight more to get back.

Our work's on the "Brownies,"
High speed trains go by,
We have to let them travel,
We must let them fly.

Trains there are, aplenty,
All through the night and day,
Keep a-going and coming;
We get out of the way.

May be cold and rainy,
But we pull aside,
And we watch the diner
Pass in all her pride.

Sun may be a-broiling;
Number 12 or 9
Thunders by in glory,
Leaves us in the shine.

Now it's almost time again;
Another one is due.
Once more find a side track,
We clear this one, too.

That's where all the time goes,
On forty miles of track,
For Brownies going over,
And Brownies coming back.

—L. C. Harman

! ! !

We're honest about this. C. P. Valleau, Freight Claim Agent, is said to have witnessed the burning of a small summer cottage down near Tamarack one day. We understand on good authority that something was said about "fiddling while Rome burned," and that the said Mr. Valleau, glancing idly about at the unimpressive road houses along the way, is said to have said, "Well, we could. There are plenty of vile inns around here."

How will you have him, friends, boiled in oil or shot at sunrise?

! ! !

August. Will the gentleman who said the sun is growing colder kindly step forward?

—Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Costello
Correspondent

Did everyone have a good time at our picnic? Um-m-m boy! I'll say they did. Eats galore, fun for everybody—games, swimming, boating, dancing, and we notice our Accounting Department folks were there with bells on for everything. Those who weren't there sure missed a lot, especially when that jolly bunch of General Office folks gathered around that table. Did we eat—we sure did.

And speaking of speed—did you see our Florentine Lucitman sprinting far ahead of the rest in the Ladies' 50-yard dash? Everyone agrees Florentine is some runner.

Loretta and Wally even rushed their honeymoon trip cuz they couldn't miss that picnic. That's the true South Shore spirit. And they tell us they're all settled in their cozy little home on Faulkner Street. Wally says: "Come on over and see us, but don't all come at once."

John Drowns

And did you see John? Wasn't he a realistic drowning man? We think he ought to go on the stage. As an actor he's right there. Anyway it didn't take Charlie long to bring him around. Just leave it to Charlie.

Noticed an ad in the Gary papers the other day. It read: "For Sale—Good police dog. Inquire Louis Rappeport." Ask Louis for particulars.

Vacations are in full swing now. Each week there are two or three faces missing around the office. Miss Esther Peters is now enjoying her vacation visiting with friends and relatives in Chicago and Hammond. Mrs. A. J. Larson spent a week of her vacation at home and visiting friends. Rose Mentag is back after a very pleasant vacation and Elsie Costello also reports a very pleasant time spent on the "Farm."

Vacations On

E. H. Utley, Jr., enjoyed a two weeks' vacation at New York. Edw. Lewis has also returned from his vacation. Isadore is also on the job again after a two weeks' vacation spent in Wisconsin. Izzy says he had a real time and the fishing is fine. George Scrivani of the Car Accounting Department returned from a two weeks' vacation spent around Michigan City. George says he stayed home and saved his money.

Miss Gertrude Noble joined the Accounting Department staff recently as comptometer operator. Welcome to our midst.

We still hear from our bridge clubs, but just now weddings, showers, etc., have put bridge very much in the background. Miss Marie Kelly entertained her bridge club with a miscellaneous shower in honor of Irene Gottshaw, the smiling telephone operator who will be married on August 11th. Irene received many lovely and useful things.

Showers for Irene

On August 2nd a group of South Shore girls and other Michigan City friends journeyed to Hammond and were entertained at the home of Mrs. Scott Robbins in honor of Miss Gottshaw. The guests all report a most delightful time and Irene was presented with a beautiful set of dishes.

Dorothy Sprencel entertained her bridge club on August 3rd. Prizes were won by Laura Stephenson and Florence Hartwig. Florence Hartwig, Dorothy Bingamon and Hazel Mell were guests.

Joe Connelly is now the chief mail distributor upstairs, taking the place of Isadore Barnberg who is now in the record room in the basement in place of Richard Cook.

Brakemen

A. L. Mercier
Correspondent

Collector Gambril said he would rather flag crossings than to get teeth pulled. Ray lost 3 days on account of his teeth, but is getting along fine now.

The only red-headed collector in the train service, Retseck, is walking around with a brand new collector's hat. Said he has been called to work so many extra trains and picnic specials that the old hat played out.

News is around that Mr. Samuels, former freight brakeman, is breaking in as conductor. More power to you, Sammy.

Brakeman McNulty said he had the best Studebaker car in town. It has four wheels and no brakes.

"Long-distance" Staschen has not been fishing lately. When asked the reason he announced that the ciscos quit biting and Sanovic would not lay off a day to dig worms. Johnny said he worked so long with Conductor Stein and heard so much about his conductor's new car that he quit fishing.

Collector Moore wishes to announce he will box a ten-round decision bout for the heavyweight championship of the South Shore. Motorman Tibbits has taken the challenge.

Who are the best tug-of-war experts on the South Shore? Why, the conductors! For the simple reason that they pulled the motormen all over the baseball diamond at Hudson Lake the day of the picnic, won the prize and haven't got thru "razzing" the motormen yet.

A very nice crowd attended the picnic and had a very enjoyable time.

Collector Morris was seen sleeping in the park one of the hot days. Said he went to look the zoo over and got too warm to walk back home.

Collector Callahan is enjoying his first passenger job and has moved to Chicago. Which is the best, Cal, the varnished cars or the box cars?

Collector Pilgram was seen riding a horse down Michigan Boulevard and when asked what he was doing, said he was breaking in for the rodeo.

Stormy Hack claimed to have caught the biggest bass in Lake Park, but just as he was about to pull him in the boat the hook slipped out of his mouth. (Just another fish story.)

Conductor Bartels has gone on a 30-day vacation and promises to put on a big fish fry for the boys when he gets back.

Conductor Fields, the boy wonder, has bought himself a new bathing suit.

Charlie, the porter at South Bend, attended a dance at Benton Harbor and is ready to enter a dance marathon.

Conductor Miller has shaved his mustache off.

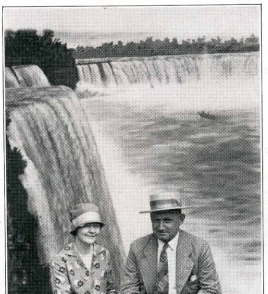
Collector Kroening is taking lessons from Conductor Miller on how to chew tobacco.

Conductor McNamara disappeared from Randolph Street the other night and was seen chasing a fire truck down State Street. Stick by the old fire house, Mack.

No More Whosits

The last "Whosit" in our little series was Mrs. Laura Stephenson, J. K. Gray's secretary. For the time being, under the pressure of space, the PANTAGRAPH will discontinue the "Whosits."

Second Honeymoon



Just see Jim Heath and his wife down at Niagara Falls on their second honeymoon, and none happier than the two of them. Jim and the Misses are all smiles, and certainly are enjoying their well earned vacation. Mr. Heath has been with the company for the past eight years, as a collector, a conductor and for the past four years one of our very competent trainmasters. Always happy — always accommodating — always fair-minded and on the square with every one. Just another one of the popular Transportation men. Jim starts to work early and remains late—Sunday and Monday and every day finds him hard at work, always helpful, always loyal, and always a South Shore Booster—a favorite with every one. The Heaths, like many more of our employes, are believers in the Own-Your-Own-Home idea, and are the owners of a pretty bungalow on Dewey Street, in the Woods Park Section of Michigan City, where neighbors are all that the name implies.

Chicago Terminal

Merle D. Anton
Correspondent

The Chicago Terminal correspondent has been so busy this summer that he has been quite lax on articles for this paper. Please accept my apologies.

J. L. Stratton is now the Chief Clerk to Superintendent D. E. Ferner of Passenger Service, replacing E. A. Lund, this change taking effect some time ago.

Trainmaster Anton has just returned from a very pleasant vacation, Dispatcher Schlachter was acting Trainmaster during Mr. Anton's absence.

Superintendent Ferner will go on his vacation August 5th. He talks of spending it at Hudson Lake. He doesn't want to get too far away as he loves the sound of the whistles.

Mr. Day on Vacation

Inspector Day had an enjoyable time in Indiana during his recent vacation.

Illinois Central Trainmaster Guyton spent his vacation at the lakes in the woods and he looks as though his vacation was well spent.

Summer excursions seem to be the vogue this year as we are enjoying a very good business.

J. T. Speed, Senior Steward, and L. J. Hile, Steward, were recently relieved from service on account of reduction in forces. Mr. Speed has accepted a position in the East, and Mr. Hile will enter train service on this road.

Conductors

Louis Kriesel
Correspondent

Motorman Hedstrom says the early bird catches the worm. I guess Eddie is right 'cause he went out to Hudson Lake early this morning and caught four big bass. That's a boy, Eddie, you are still the champion fisherman.

Conductor Hall has been seen wrestling trunks at Randolph Street. He must be get-

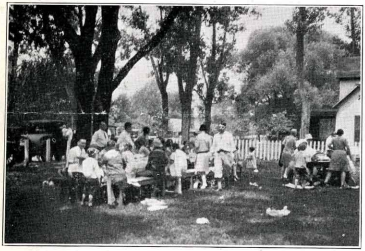
(Continued on Page 6, Col. 1)

MEMORIES OF THE BIG PICNIC—SNAPSHOTS OF

Here is a complete double spread of pictu
great grandchildren to look at seventy-five years
let the PANTAGRAPH know, and we'll make it

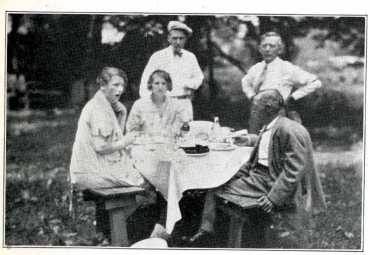
After all, this is what it was all about. The smile on George Segnitz' face tells the story, as the ladies prepared to spread their basket lunches abroad on the white napery of the picnic tables.

The bashful lady candy-pointers turned their backs on the crowd while they licked their penny sticks, and thereby walked into a good picture.



The golden hour has struck in this picture. The men who are not at it are simply so full they are unable to sit still any longer. Harry Connell, we may assume, has "come and got it" and is on his way again.

This shot of the men's swimming race, won by Joe Connelly, was taken by Ray Glassman. The racers are coming down the home stretch—two splashes on the surface of the lake.



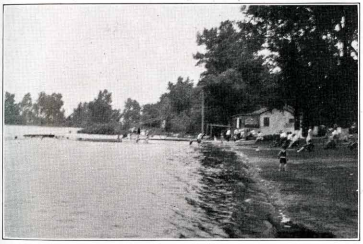
This little two-family group of the Hubenthals and Bantzes, accompanied by Mrs. Hubenthal's brother, is a case in point. John and Lloyd, two regular he-men when it comes to capacity, have been vanquished completely by Old Man Sandwich, and are gasping for breath in the background.

As somebody said, the ladies' balloon-blowing contest was more or less of a bust. Photo by Ray Glassman.

THE FESTIVITIES AT HUDSON LAKE, JULY 26, '28

s taken at the big 1928 picnic. Save it for your ence. If you didn't get into one of these pictures, p next year.

A crucial moment in the Horseshoe Tournament. H. C. Abbott, exhibiting a perfect windup, is shooting for the peg.



This is where the kids, the bathing beauties and the handsome pro tem life guards hung out most of the day—principally the kids.

This is the sack race. W. A. Underwood states that he fell down in this event.

A little secret practice just before the big game. At first glance it looks like the beginning of a game of squat tag. If you can identify any of the athletes you are cleverer than we are.

The old log of the swimmin' hole took a lot of punishment as the temperature waxed higher and higher toward afternoon. Only one casualty marked the day's swimming and that was not serious.

In the old days this picture would be a serious reflection on the general high character of the department men. The camera failed to show the nipples, however, which served to impede the progress of the red pop on its way down. William Petersen, the winner, can be heard drinking his, if you put your ear close to the paper.

ALONG THE SOUTH SHORE LINE

(Continued from Page 3, Col. 3)

ting ready for the Tug of War at South Shore Picnic next year, so watch out, you motormen.

Brakeman Powers wants to know what kind of bait Motorman Hedstrom uses. He says he has been going out to Hudson Lake every night for weeks and all he has been able to catch is one sunfish. Let Eddie instruct you, Lloyd.

Conductor Lambka says he has been going to rest up since Thursday for the Tug of War. That's a boy, Charley, that ought to make you reduce.

Collector Curtiss challenged any fat man to a race Thursday at the picnic. He says he may be fat but he still is a good runner.

Motorman Nye has gone back to his old rooming house at Gary after changing runs for about a month. He says he woke up the other night and saw a whole regiment of mosquitoes pick Collector Moore up and carry him in another car. The next morning Collector Moore wanted to know how he got in that car 'cause he said he was in the same car with Motorman Nye. You don't snore, do you, Red?

Conductor Jaroch wants to know if they had a beauty contest for the men at the picnic. That wouldn't do you any good, Teddy, 'cause Conductor Field is the handsomest man. Aren't you, Frankie?

Is Pie Champ

Collector Burgess wanted them to have a pie eating contest. He says he is the champion pie eater. He claims he beats Conductor Kinney eating pie every day.

Motorman Kull and wife motored through Galena and up in around New Buffalo Sunday and reports the roads in good shape.

Conductor Hedstrom says he had been practicing all week for the swimming contest. He says there is no swimming place around Kensington so he was trying it in the bath tub.

Conductor McNamara is interested in fire engines. He says if he ever quits railroading he wants to be a fireman. All right, Mac. We are for you. Sure would like to see you driving one of those big fire trucks.

Conductor Ericson and Collector Moore are two good singers. They say they are song composers too. Their best song is the one about the BRAVE ENGINEER. All right Roy and Red, we will have you on the next AERA program.

Conductor Taylor was seen giving his Jewett an overhauling. All right, Barney, when is the next race?

Motorman Sanford says this rainy weather interferes with his playing golf. All you need, Roy, is a pair of big boots.

Conductor Field returned from Wisconsin after spending his vacation there. While down there he bought himself a used Greyhound bus and drove back. He also got his mustache cultivated while he was down there.

Visit Dells

Conductor Hedstrom and wife spent a few days at the Dells in Wisconsin fishing. Bill claims there sure are some big fish there. He says he saw one tie size of Ike and Mike. Some fish, Bill.

Conductor Marks says you don't have to go to Venice to use gondolas, for when it rains good and hard around 63rd Street or any of the viaducts you can use them right there.

Conductor Stein returned from Cleveland, Ohio, where he has been spending his vacation.

Motorman White spent his vacation in St. Louis.

Motorman Thayer says he wishes Mr. Kelley wouldn't leave his old Overland "90" by the shops where he could see it 'cause it makes him homesick.

Collector Retseck has bought himself a new Essex. What's the matter with the Reo, Paul, did you get tired seeing it in the garage?

Collector Kroening says to ask Conductor Kriesel if it rained July 19th.

Mr. Valleau had a streak of hard luck at the picnic. We all extend our sympathy. The Tug-of-War between the Conductors and Motormen will go down deep into history. More power to the Conductors!

Pop-pa and the Kids

William Peterson, winner of the pop-drinking contest, exhibits his flock and bottle. Mr. Peterson is credited with having introduced the largest family on the grounds. Left to right, standing, they are: Theodore, Virginia, Vernon, Rosemary and Maybelle. Below, Russell, Edmond and William, Jr. One little girl was unable to come, and mamma had to stay home with her.

Electrical Department

Charles Ludden
Correspondent

The Scrivnor family liked the picnic at Hudson Lake so well that they had one of their own there the following Sunday in honor of Mrs. Scrivnor's ——th. birthday. (We know better than to fill in the number of years even if we knew what it was.) The party consisted of 36 friends and relatives. (Even Frank was there.) We hope she has a great many more celebrations at which everybody will have as good a time.

Earl Melton, one of the Line Gang Helpers and better known as "The Earth Worm," was too busy entertaining a certain charming friend to help his step-father Shelly pitch horseshoes. However he did stroll around once in a while to see how the game was coming along.

Speaking of horse shoe pitching, we do not want to say anything like, "I told you so," but the contest was won by the Electrical Department, and we did say in the last issue of the "Pan" that it would be. Evidently "The Worm's" place was well filled by Glen Westphal. I suppose we ought to thank the Shop Gang for the stiff competition and say, "You played a good game," but some one had better get practiced up for next year because we have to win it only once more to make the cup a permanent fixture of this department.

Several members of the gang and the writer have received cards from Pete Mitchell. He seems to be enjoying his vacation in Canada.

George Borne has been missing from his rooming house quite a few evenings lately. Maybe he has found the rich widow we spoke of several issues ago. Who is she, George? Break the news.

Hank Thomsen had bad luck with his bean crop. Don't know whether the frost killed them or whether all the seeds jumped away.

Lew Howard still is afflicted with the fishing fever. Guess it won't be long now until he leaves for Lake Somethingorother to have a real vacation.

Guy Hunt is working hard and saving his money. He may be figuring on going some place soon or maybe he has more serious intentions.

All the members of the gang are sticking close to the job so there is still a scarcity of news. They seem to have a premonition of a long cold winter and are getting their pockets lined in preparation for it. There is also no news from the Borders or the Telephone Department, but they are all still there and working.

This is not an Electrical Department item, but nevertheless we can't help mentioning that we heard of a subscription being taken up around the office to buy M. J. N. a big blue ribbon and a bow and arrow.

That's all. O K M N X Baaa.

Freight

A. C. Culp
Correspondent

Vacations and still more vacations and the end is not yet. Henry Toellner and his mother drove to Missouri, where they spent a week with friends and relatives. Roscoe Arnold spent his vacation-time helping in the fragrant mint fields. Mr. Salisbury says he worked harder at home during his week of rest than he would have had he been on the job at the office. Tom McCaskey and family are also visiting with friends and relatives at their former homes in Chicago and Milwaukee.

Mrs. Cup, joint wife of our agent, has been helping out in the office during the vacation period. We were all glad to have her with us.

Oscar Can't

At the last Safety Meeting, Mr. Clemmons asked Oscar Bayman, tractor driver, if he had been doing what the card hung inside his cab demanded, which was "think." Oscar replied by saying, "Well, you know some folks just naturally can't." We never thought Oscar would admit it.

Evalyn Knight, Cashier, recently spent a pleasant week-end at Oak Glen, Ill., the guest of Miss Minnie Schroeder, of the Hammond freight office.

General Offices

M. J. Naughton
Correspondent

George Blockno reports a good time at the picnic. He says no one invited him to dance, and none of the girls invited him to go bathing—and he did not have a chance to get in any of the races—but other than that he reports a good time.

Another one missed is our dimpled little "steno" in the Publicity Department. Dame Rumor spread a report that she was to be married on the 28th, but she tells us she will wait a while and see how the other marriages turn out before venturing.

Oh me, oh my! The 30th day of July was a hard one in the General Offices—so hard to settle down to the routine of office duties, with so much ***happiness*** being registered the first thing in the morning. Along came Lloyd Bantz, the able assistant to the Road-master, with a box of cigars and candy, and when asked why the beaming countenance and the passing of the goodies,—oh, buddy you should have seen the look of joy on Lloyd's face as he proudly exclaimed "Have this on Lloyd, Junior." Congratulations to the Bantz family, and may he follow in his father's footsteps, and he'll be some man. Then the returned honeymooners: Wally and Loretta, just as happy and just as calm and serious as though they had been married for years—and who dare say again there is always a ***blue Monday.***

Mrs. Thompson Ill

We had with us for the past two weeks Margrete Coupland, who substituted, during Loretta Lloyd's vacation, as a comptometer operator. We were all glad to have you back with us if only for a short time. We sure miss you, know you enjoy keeping house, and wish you all the luck in the world.

Lilah Thompson is a patient at the Clinic preparatory to undergoing a goitre operation. Our good thoughts are all with you, Lilah, and we'll be glad to know you will soon be your own jolly self and back in the fold.

Been reading the papers? Next on the list is Irene Gottshaw who is to be married on

ALONG THE SOUTH SHORE LINE

August 11th, and has already been tendered four parties, all showers in honor of her coming wedding. Irene will return to her duties after the honeymoon, and so we will again be favored with her sweet "Number please." She says she will be very much disappointed if Fred Parker and his gang do not charivari her—for what's the use of getting married if one cannot have a lot of fun? Get your tin pans and horns ready, boys, and give Irene a royal send-off!!!

One person who missed a good time at the picnic had a very valid excuse for not being among those present. Want to hear it? She ordered a bathing suit—it did not arrive—and she simply could not go unless "she was in the swim." Hope she was missed as much as she missed being present.

The halls were deserted—the busy click-click of the Elliot-Fischer bookkeeping machine was stilled—no more the merry laughter and the joyous good mornings—why? Elsie Costello was vacationing down on the farm.

Motormen

Walter Kroedel
Correspondent

Motorman Bill Nye's son, fourteen years old, proved himself the hero at our recent picnic by saving the nine year old son of one of our section men from drowning, as he was going down for the third time. I hereby nominate him for a Hero's Life Saving Medal.

Motorman Kroedel will have to live down his reputation for the next year to get ready for the next fourth of July. Whoopee, hiff, bang, did he have the fire-crackers—and who gave him the permit?

Motorman Warren is having a hard time finding a house. If he is not too particular the company has an old bunk car in the yards which they would rent to him very reasonably.

Conductor Bartels has taken a leave of absence for a month's rest—what's in the air? What's doing up at Milwaukee? His motorman seems to be lost. Train No. 26 has been running on time the last few days. The regular motorman has been laying off.

We notice that Bill Griewank has gone back to work since they took off the extra line car.

Tod Ruggles is talking about again moving back to Michigan City. Welcome to our City, Tod.

The dining car stewards have been taken off —kinda hard on you, Louie!

Collector Bill Ward is back from his vacation due to rehumatism. How is everything in Mount Clemens, Bill?

I wonder how Roy Ridenour likes the "ball and chain" by this time. Lest you do not know, Bill got married last month. The office bunch says that's one that got by without passing the candy and cigars—how about it Roy, is it too late?

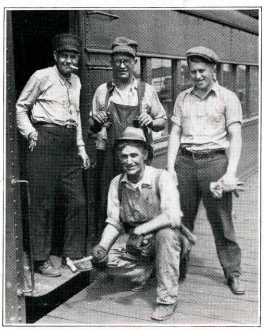
Kroedel was a hard loser on the slot machines at Hudson Lake—and it just seems as if he never will learn. (Steno's note: Kinder hard, Walter, to have to "earn your bread by the sweat of your brow.")

Some brides don't like fire-crackers!!!!

The motormen let the conductors beat them at the tug-of-war at the picnic—they ought to be ashamed of themselves.

Shops

A. C. Tews
Correspondent



"Ye Editor" shot but four men who take care of equipment at Gary Terminal, the others being on other shifts and not on duty at time the picture was taken. Left to right we have Messrs. Clyde Sylvester, Owen Hurley, Irvin Ericson and sitting, John W. Strawser, Inspector, in charge ot the Terminal.

Mr. Sylvester was employed June 21st, 1923 and has held various positions at Shops and Randolph Street. He was away for about a year during which time he followed his trade as boiler-maker.

Owen Hurley is the sportsman of this group. He lived up north where there was some real hunting and fishing. His stories are interesting. He also has trophies at his home which substantiate the stories. Mr. Hurley has been with the road since Sept. 6, 1926. He also had experience at the shop and Randolph Street.

"Swede" Smiles

Mr. Ericson, Inspector Helper, the good looking, jolly boy on the right, didn't smile only when this picture was taken,—he is always good-natured. His service record dates back to Nov. 1, 1926, and we hope he will continue in the service for many more years.

Mr. Strawser, employed November 6, 1920, as Inspector, has been in charge of inspection work at Gary since that time. Mr. Strawser was formerly in train service on the B. & O. running between Garrett, Indiana, and Chicago. After seventeen years of service, four years as Fireman and 13 years as an Engineer, he left with a clear record.

Has Fast Job

Mr. Strawser has two daughters, both married, one living in Garrett and the other in Gary. Too bad he does not have a son who could follow in the footsteps of his father!

With the large number of trains passing his station, on which he must either add or cut off cars, things must move pretty lively so as to give the public uninterupted service, for which our Railroad is becoming widely known.

Mr. Earl Atkins, Electrician in the Shop, has placed a beautiful diamond ring on the third finger of his fiance's hand, which as we all know announces the engagement. His bride-to-be is Miss Erlene Phillips.

Mr. Walter Schlundt, Electrician of the Shop, has announced his resignation from the Bachelor's Club and now he is taking up a course with a beautiful young lady, Miss Anna Dittmer.

Signals

W. M. Lloyd
Correspondent

Vacation time and
Ye Ed
Is depending
On the Staff
To help him
Get away
On his vacation.
And I wonder
If he will feel
The need
Of another vacation
When he returns
But I hope
He has a good time
And catches more fish
Than he did
The last time
He was up
In northern Michigan.
And again I wonder
Why a vacation?
We plan and look forward
For twelve long months
And in two weeks
We are more tired
Than we were
Before.
And while I
Was away
The Supervisor, I hear
Did some good work
At Indianapolis
And soon we will have
A nice new interlocker
At Tenth Street
And the trains
Won't have to stop
Anymore.
And then I wonder
How George Rank
Will get home
And Bragington and Osborn
Are too busy these days
To have much
To say.
For they are maintaining
The whole road
While Unk
And Talbott
Are away.

For Unk and Talbott
Have joined the crew
To give them a lift
And when they return
I wonder
If they will wear
Their socks rolled down,
And Due is busy
As a bee
Planning impedance bonds
From Gary
To the E. J. & E.
And Tom and Joe, they say
Still have to walk
And an ice cream cone
Every day
And I almost forgot
The Boss was chased
Home from Gary
By three foreigners
In a car.
But he ran so fast
They couldn't catch him
Until they got
In front of the Police Station
And the cops
Took them off
His hands
And they won't bother him
For a while,
I guess.
And the other night
We went around
Cedar Street curve
And we saw
Charley Ludden
Sitting in the kitchen
In a chair
Tipped back against the wall
With his coat off
And he looked
So comfortable
And so much at home
And so happy
And so domesticated
That we bet
It won't be long
Now.
We thank you.

Pull Does It

Shortly after this picture was taken, by Ray Glassman, the Signal and Electric warriors, under the gentle suasion of the Way and Structures gang, went for a stroll. But as Ben Smith says, "We won, anyhow. We reached the finish line first."

ALONG THE SOUTH SHORE LINE

South Bend Terminal

C. W. Veach
Correspondent

WHO'S WHO AT THE PICNIC

C. H. J.: Spent the whole long day.
J. K. G.: Was there, sure, you could see.
Wm. P.: Arrived in time for tea.
R. E. J.: Didn't have long to stay.
C. P. V.: A story I'll tell, says he.
A. W. O.: Pitched horseshoes as you know.
H. W. S.: Was found in the swimming class.
W. A. U.: A hearty welcome. How-do-you-do.
D. E. F.: Watched the South Shore trains as they left.
F. A. S.: Panned the players, I'll confess. Did any body—C——Scuff——Ham?

The PANTAGRAPH has previously mentioned Mr. Tony Sobecki being a successful fisherman. However, Tony has taken these items as a joke to his real merits as a fisherman, and did make a most desperate effort to prove himself a real one.

Three Bass

In order to make this more effective, Tony chose the South Shore picnic day at Hudson Lake. Tony arrived early in the morning and out he goes on the lake. At about 3 P. M. a boat was seen coming in by the great crowd of South Shore employes. The water splashed and the waves were breaking into white caps as the boat neared the shore with great speed. At last Tony lands ashore, and lifted from the boat three great big bass. Tony looked the part of a grand and glorious feeling. This convinces us that he is a real genius with the hook and line.

Pete Gillis, second trick ticket agent South Bend, just returned from a vacation trip to the Black Hills of South Dakota. He has a tan complexion and a sunburned back, and expresses himself in no uncertain terms, as a real vacationist.

Traffic Department

C. L. Binger
Correspondent

Miss Daisy Crabb, file clerk, has returned from a two weeks sojourn in Knox, Indiana. Says the fresh air and sunshine were a treat.

Clarissa Ely and her mother are enroute to the Gotham city, as this epistle is being composed. Clarissa will no doubt return with a stiff neck from trying to glimpse the tops of skyscrapers. Her ambition is to count the dimes in the Woolworth Building. She may meet Al Smith and pose for Fox News. Keep track of the movies for the next two weeks.

W. R. ("Happy") Jones has his chest thrown out a foot. Mrs. W. R. presented him with 8¾ pounds of healthy, yelling, hungry, American boy. The cognomen has been picked, viz: "Donald Russell." July 27th was the day. *** We contend, it takes the freight department to produce solicitors. The score now stands: Freight Department, 2 boys, Passenger department, 1 girl. The teams: Hodgetts and Jones, versus Wood.

Remember our prediction? The traffic department seems to be a big producer this year. More anon.

John Going East

Johnnie Kilnowitz and his mother are looking forward to a hot time in the ole town soon. They are going down and join the New Yorkers in "The Sidewalks of New York." Who knows, mayhaps the fair babies at Coney Island may rush Johnnie, when they find out he is single, and eligible. He has been reading "Don Quixote." Wonder why?

One dislikes to talk about one's self, but the vocabulary has increased much. In fact each muffled stroke adds a new inspiration. Your humble servant has taken an intense interest in "Misses." Not so much blondes or brunettes, but those misses where you swing mightily with a brassie look expectantly to the heavens for a view of the fleeting orb, and find it lying undisturbed at your feet. Then—much words and colorful ones. Shakespeare in all of his glory couldn't beat us. He didn't play golf. I know this little quip will find sympathetic readers. How about it, Al?

Hi-lee, Hi-lo!

Above are pictured four offices favorites—taken unaware at the picnic. The two "end men" will raise the question as to why some people wear rain coats when they go bathing. And again what happened to the other fellow with a sweater and skirt on—and what is the girl second from the right carrying in the feed bag attached to her belt? Anyhow, you'll agree with me that this is an interesting snapshot—and who will be the first to name the jolly foursome? Thanks are due to Florentine Luchtman for the snapshot.

Utility Industry Is Unsurpassed

(Continued from Page 1, Col. 1)

other physical property and equipment—now amounts to upwards of twenty-two billions of dollars. This property is owned, of course, by the investors in public utility securities. Obviously, therefore, it is ridiculous to speak of public utilities being 'owned' or even controlled by a few 'magnates.' No conceivable group of 'magnates' could provide twenty-two billions of dollars.

"The so-called 'magnates' are only the managers and operators of the public utilities. And they hold their jobs only so long as they are able to produce two results, namely: (1) satisfactory service to the public, and (2) satisfactory returns to the investor-owner."

Big Picnic Is Company's Greatest Get-together

(Continued from Page 1, Col. 2)

also men's fifty yard dash. John is our night Ticket Agent at Hammond..

Helen Harder defeated the multitude of stick candy pointers, many had hard luck and were forced to begin over again.

Florentine Luchtman, Accounting Department, won the fifty yard dash for ladies. She claims she kept in training by making the old 6:44. Helen Gray Wetherald, daughter of our general superintendent, won the swimming race for the ladies.

George Flowers, one of Chief Brown's students won the swimming race for the men. George is an Assistant Scoutmaster of Troup No. 18, Michigan City.

Imy and Ray did not enter any of the events, but kept a boat busy most of the day.

No water carnival is complete without a life-saving demonstration. Charles Ludden rescued John Sack and administered prone pressure to restore life to the drowning (?) person.

William Petersen, "Pete," Our Traffic Manager, took the pop drinking contest for department heads without much struggle, and was entitled to it. Mr. Underwood made a protest on the stand that his nipple had no hole in it. But this is what a person gets for being out of practice.

Mrs. C. Knoll won the balloon blowing contest for ladies, after many others experienced bursted balloons. Only twelve balloons were available for the forty entries. The director threw them in the air and they had to scramble for them.

The Track and Roadway huskies pulled the Signal & Electrical Tug-O'-War team across the line in fast time. Ben Smith said there was too much "beef." The Shop team under guidance of John Schultz defeated the husky General Office team and Capt. Mercier, with his Conductor and Collector team defeated the Motormen. This last event was the more evenly matched event of the three.

And at last Pipher is satisfied as the General Office defeated the Shops Indoor Baseball team. The batteries were Pipher-Kick, General Office, and Knoll-Knoll, Shops. The score was 8 to 2. Joe Connolly knocked a home run with the bases full, which accounts for the large difference of the scores.

Isadore Barnberg, our congenial office boy, has another ambition to fulfill before the next picnic. Izzy wants to be a department head so he can enter the free pop drinking contest.

A more jolly and sportsmanlike crowd could not be found anywhere.

After the sporting events many took a cool plunge and spent the remainder of the evening dancing at the Casino.

I agree with all the rest that it was some day, and the Picnic Committee represented particularly by George Gensch and Hugh Sutton are to be both thanked and congratulated by all present.

Somebody lost a first-class cigarette holder at the picnic. It is in the Publicity office, waiting to go to the first man who identifies it.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 SEPTEMBER, 1928 No. 9

MIDLAND ESTABLISHES MEDAL

Plan Annual Awards For Life Saving to South Shore People

Noted New York Sculptor, Creator of Dollar Pattern, Now Busy on Design.

Establishment of a plan for the annual award of medals for life saving to employes of the Chicago South Shore and South Bend Railroad and other subsidiaries of the Midland Utilities Company has been announced.

The medal will be made of silver and will be known as the Midland Utilities Medal. Two kinds will be awarded. One will be awarded for heroism in connection with the saving of human life and the other will be for life saving by resuscitation or in any other manner. The first award will be made soon after the first of next year, covering the calendar year 1928.

Indorse Safety Work

Creation of a life saving medal by the Midland Utilities Company, is in recognition of the safety work done in the various subsidiary companies where many employes have learned the prone pressure method of resuscitation. Several employes of this group of companies have already received medals for life saving award by the National Electric Light Association and the American Gas Association.

Anthony de Francisci, one of the well known sculptors of the country, is now engaged in making the design for the medals in his New York studio.

Designer of Dollar

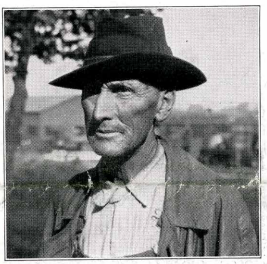
Mr. de Francisci designed the current United States Silver Dollar; the Maine Centennial Half Dollar; the United States War Department Insignias as well as a number of well known medals. Among the medals which he has designed are: the Texas Cavalry Medal; the Paul Revere Medal for the American Numismatic Museum; the Douglas Medal; the Saunders Award; the Raymond Memorial and the Winchell Memorial for the Mining and Metallurgical Institute; the Charles F. Rand Plaque and the James H. McGraw Medal for Achievement in the Electrical Industry.

Mr. de Francisci studied in various schools of art in New York City and is at present instructor of sculpture at Columbia University in New York.

Track Walker Risks Life, Warns Trains of Danger on Track

Flags Limiteds in Storm When Tree Falls, Dislodging 33,000-Volt Wire

What makes a man risk his life in the ordinary pursuit of plain duty? Ask the soldier, the scientist, but don't ask Eugene Hartman, track walker on Section 3, Hicks to the



Marquette Bridge. He will say he doesn't know. Yet he did it, without an instant's hesitation, when the moment came.

Eugene Hartman's moment was a flash of lightning in the midst of a tornado-like storm that swept the east end of our line Thursday afternoon, August 30. He saw a tree fall across the track, as he waited out the downpour in a shelter at Smith station.

Power Line Down.

Two trains were due to meet there within a few minutes. The 33,000-volt line was down, torn from its supports by the heavy ash tree. The deadly sparkle of the wire vied with the snap of lightning hitting every ten or fifteen seconds. The high wind whipped the wire around, and the rain was blinding.

By chance Hartman saw the tree fall, and he took a flag from the handcar beside him.

There were trains due to pass any minute, with an 18-inch tree trunk over the rails, so Eugene Hartman went out.

He went east down the track, figuring that No. 22 would have to be stopped first, the superior train. Motorman Stork, running into the teeth of the storm, saw ahead a strange figure waving a red flag furiously. Stork stopped the train, but before he could get the details Hartman was gone, running west through the switch and the siding, head down in the rain and wind, to stop No. 17.

Death in the Tree

The high tension wire was at his elbow all the way. When he came to the tree he knew there was enough "juice" in that to kill him, so he skirted it. He kept off the rails, and as he ran watched ahead the best he could for stray wires. Then, with no time to spare, he stood in the track and flagged down No. 17.

The South Shore Line, judging from the talk, is proud of Eugene Hartman, even though he modestly points out that it was simply his duty. This sort of thing is what the officials and the old-timers like to call "railroading."

POWER METERS TO AID MOTORMEN IN MEASURING JUICE

New Yardstick on Current Use Put Into Hands of Our Train Operators.

The installation of power-measuring meters has been completed on all our motor cars and they are now being put in service.

"We are all interested in performing our work in the best possible manner," C. H. Jones, General Manager, said in announcing the installation, "and in most of our jobs we have some measuring stick by which we determine how well we are doing.

"In the operation of a train, the measuring sticks are as follows:

"1. A safe journey.
"2. Keeping the train on time.
"3. A smooth ride.
"4. Use of the minimum amount of power necessary to keep the train on time.

To Know Power

"For the first three, the motorman has always had available a way of determining how well he has performed.

"Up to this time, however, he has had no knowledge of the power required. This will be given him now through the reading of the meters.

"These meters will be watched with considerable interest by our motormen. As has been the case on many other roads which have installed them, there probably will be some very surprising variations among men in the power consumed to travel the same distance in the same time."

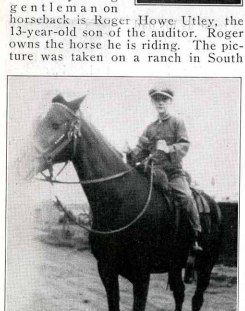
"MEET THE BOY"—M. J. N. COMPILES PHOTO ALBUM OF NEXT GENERATION

By Mary J. Naughton
Secretary to the General Manager and General Office Correspondent of the Pantagraph.

EVERYBODY knows the general manager, the auditor, traffic manager, superintendent of transportation, assistant engineer, line foreman, assistant roadmaster, general freight agent, train crews, shopmen, sectionmen, and so on down the line. But to many of you the young sons of these men are strangers. So I am going to take you through my gallery of snapshots and introduce to you the scions of the South Shore, whose ages range from six weeks to sixteen years. You will learn of their school work, their pet hobbies and their interests in sports, in music and so on. In other words, meet the coming generation of South Shore men on whose shoulders may eventually rest the burden of carrying on the work undertaken by their fathers:

Here is Jimmy Jones, the seven-year-old son of the general manager, who is in the two-two grade at the Eastport School. Jimmy's great hobby is automobiles. He talks automobile all the time, has no interest other than automobiles, knows every part of an auto, and knows every make of machine.

The young gentleman on horseback is Roger Howe Utley, the 13-year-old son of the auditor. Roger owns the horse he is riding. The picture was taken on a ranch in South Dakota where he spends his vacations. His greatest interests are horseback riding, football and baseball.



Here are the Pipher youngsters, the sons of W. A. Pipher, statistician, of Gary. Ralph William, a year and a half old, and Howard Warren, almost three. Howard, the oldest, is crazy about the water, and his pet hobby is taking things away from his younger brother who weighs as much as he does. Their dad says they are evidently going to be fighters.

The young man who greets you with a smile as he stands on the bumpers of his dad's auto is Robert A. Oberfell, the 10-year-old son of our general freight agent. Robert attends Benjamin Franklin School, in South Bend, in the 5-B grade, and is an unusually bright youngster. He is especially fond of swimming and fishing and does like the water. He has a younger brother fifteen months old.

In their bathing suits, taken at their summer home at Lake Park, we have the two sons of Frank Scrivnor, our general line foreman. When Ross posed for the picture, Wilbur, the younger boy, insisted that "they want my picture too" and there he is. Ross Scrivnor is 14, in his sophomore year at the high school, and is a great swimmer. Wilbur, aged seven, is the baby of the family, thinks he will like Michigan City, and tries to do whatever his big brothers do, but his hobby is his mother, of whom he is especially fond.

And now comes William Petersen, Jr., or "Dick," the 13 years old son of our traffic manager. He finished sixth grade last term, made the seventh grade during the summer, and entered the eighth on September 4th. He is a good student, a hard worker, and takes great pride in keeping the lawn, flower garden and everything about the house in tip-top shape. Being one of a large family he has certainly had good training.

The young gentleman who greets you is James Edward Mallon, seven years, who attends Eastport School in the two-one grade, and is the oldest son of W. J. (Jimmie) Mallon, our assistant engineer. He is very fond of his twin brothers, and is interested in every sport the usual boy is—particularly fond of baseball, and of riding his bike with his hands behind his back. His dad thinks he will be a trick bicycle rider.

Here is Gerald Walter Eggert, the 11-year-old son of the South Bend ticket agent, who attends Garfield school, in grade six-one. His great sport is baseball and he asks why it should not be when his dad is a Sox fan. But his mother knows the Cubs are best. He is a great fisherman — just returned from a two weeks' fishing trip at Shipskewana Lake trying to get some big ones with his new casting rod.

Here you have the two-year-old twin sons of Jack Weber, draftsman, and Jack's oldest and only sons. They are John and Charles, and are nicknamed "Big Brother" and "Little Brother." One jolly and the other serious minded—one loves the water and insists on getting into the tub every time his face is washed, and the other, man-like, is satisfied to have a

face wash. Jack says they are worth a million, and we agree with him.

And here is the youngest of the bunch, Lloyd E. Bantz, Jr., six weeks old, the son of the assistant to Roadmaster Hubenthal. Lloyd says he takes his good looks after his father and his disposition from his mother, and admits that he cries every now and then. But he enters him as the prize representative of the bunch. Who will be the judge and award a prize in a splendid collection such as this?

Know this youngster? He is Bobby Ferner, or if you please, Robert Earl Ferner, age nine, the son of the superintendent of passenger service. He likes fishing and rowing; loves horses, dogs and all animals. His best liked toy is a miniature railroad. Full of life and pep. He is in the 4-A grade of the Pullman School, Chicago. A coming railroad man.

The serious-minded young man is Warren Ruggles, age eight, the son of Motorman Charles Ruggles of South Bend. He is in the 3-A grade in Muessel school. He is a lover of all the outdoor sports, camping, fishing, swimming and bicycling—a regular all-around boy.

The young man standing "at attention" is the son of our signal supervisor, B. L. Smith. He attends senior high school, and is interested in signaling and scouting. He is assistant scout master of Pottawatomie Council of Boy Scouts. Hayden is very industrious and last summer worked with the signal construction gang, saving his earnings as nucleus for his college course.

The lad on his bicycle who pauses to greet you is Roger Thompson, age 13, the son of Mrs. Lilah Thompson, stenographer to the general superintendent. Roger attends high school nine-two grade, belongs to the Y. M. C. A. athletic class, and is very much interested in swimming and fishing—and loves to ride and take long trips on his bicycle.

Smiling Billy Farber, the seven-year-old son of Mrs. Mabel Farber, who is connected with the Accounting Department. Billy attends the Eastport School, is in the 2nd grade, and is very fond of roller skating.

And here is our musician, Alva Parsons, Junior, whose dad is traveling motorman. The young man is 14, attends high school, plays the saxophone in the High School Band; and is one of the charter members of the Michigan City Boys' Band and plays the clarinet. The Boys' Band has played in many of the surrounding towns during the summer, and is one of our pet civic projects. Alva likes fishing, hiking and bicycling.

The young chap with hat off is the son of Ed Keeler, the assistant roadmaster. His name is Arthur, 7 years old, and he attends Canada school, grade 2-1. He is most interested in bicycling. Arthur is taking lessons on the piano, and some day expects to become a noted pianist.

The laughing youngster who has stopped his auto to smile at you is Randall Carl Miller, age 5, the son of Conductor Carl Miller. He has just entered the Eastport kindergarten in which he is most interested at present. His great hobby is chasing around with his dad in his flivver. Looks as though he might be as great a tease as his dad.

Frederick Fischer, the nine-year-old son of Ernest Fischer, foreman-carpenter in the bridge and building gang. He attends St. Paul's school and is in the fourth grade. Has a mechanical turn of mind, and takes apart every toy or model that he can get his hands on, to see how it works.

Leslie William, Jr., 12 years of age, the oldest son of Mr. Hodgetts, our freight traffic representative. Attends the Burnside grammar school, Chicago, which he enjoys no more than the average healthy boy does. He delights in bathing, rowing and fishing, and likes birds and animals. Rainy days will find him making bird houses.

(*Continued in October Pantagraph*)

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.

D. C. Schnabel.....Editor

Vol. II SEPTEMBER, 1928 No. 9

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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Safety Pays

Statistics of accident to employes are based upon the time lost by the injured employe. When an injury occurs the regular pay stops, and the consequent reduction of household expenses to meet the reduced income, which may be for a long or short period, depends upon the nature of injury. Therefore, the prevention of accidents is the duty of everyone. It not only eliminates suffering to the injured but in a great many cases to members of the family, because they are not able to have the necessities to which they are accustomed.

We are thoroughly convinced that accident prevention work which has been done during the past eighteen months is bearing fruit, and our men are realizing that working safely pays big dividends. It is very gratifying to the management of this railroad, as the following will indicate:

For the first six months of 1927 we had 533 days lost time. For the same period this year 381 days or a reduction of 152 days or 28.5 per cent.

All employes who drive automobiles will please send their name and address to W. W. Clemmons, Safety Engineer, Michigan City.

—W. W. Clemmons.

Good-Will

One little way in which employes can create public good-will which will react for the good of our Company is in giving up seats so that passengers traveling in groups or as couples may have the opportunity of enjoying the ride together.

As an illustration: Employes will be comfortably seated one in each seat enroute to work or to their homes when a number of couples will board the train. Without enough unoccupied seats to accommodate everyone, it is frequently necessary for these couples to separate, one member of the pair sitting with an employe. Here is the place where employe good-will toward passengers can be driven home with 100 per cent effectiveness.

When this situation presents itself, inform the passenger who sits down next to you that you are an employe and that you are pleased to give up your seat and double up with another employe so that the two passengers can sit together.

This has been tried many times and the resultant effect noted on the passenger's face and the words of appreciation which follow have proven that it is a remarkable good-will producer.

Try it next time the opportunity arises and mark down the result in your mind. Each one of these instances will pyramid itself into a tremendous amount of public good-will for our Company.

—Contributed.

The Railroad Burden

(*From the Electric Railway Journal*)

No one recognizes better than does the railway executive the stark danger that is potentially present in every fast-moving train. He lives under the sword constantly. Safety, safety, safety! Day and night the need for carefulness is drilled into every man on a railway property. The new recruit gets it on his first day and grows gray in the service with the word constantly in his ears. Safety is the first consideration in the selection of every piece of railway equipment. It dictates every operating rule and practice. It colors every thought and action, day after day, month after month and year after year. Yet at an unexpected moment, in the performance of routine duties by the same men who have performed them thousands of times before, something goes wrong, a piece of equipment, carefully inspected and tested, fails to function properly, a safety device becomes inoperative. Years of training, precaution and care become impotent in a single instant. And in that instant death stalks forth to take its relentless toll of innocent lives and to leave on the railway executive's shoulders a heavy cross of sorrow, increased worry, and baffled ideals.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

NOT HIS JOB

By C. E. Salisbury
Clerk, Freight Dept.

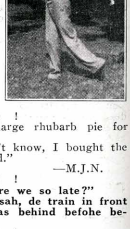
"I'm not supposed to do that," said he
When an extra task he chanced to see.
"That's not my job and it's not my care,
So I'll pass it by and leave it there."
And the boss who gave him his weekly pay
Lost more than his wages on him that day.

"I'm not supposed to do that," he said.
"That duty belongs to Jim or Fred."
So a little task that was in his way,
That he could have handled without delay,
Was left unfinished,—the way was paved
For a heavy loss he could have saved.

And time went on and he kept his place,
But he never altered his easy pace,
And folks remarked on how well he knew
The line of the task he was hired to do.
For never once was he known to turn
His hands to things not of his concern.

But there in his foolish rut he stayed.
For all he did he was fairly paid,
But he never was worth a dollar more
Than he got for his toil when the week was o'er.
For he knew too well when his work was through
And he'd done all he was hired to do.

! ! !



Izzy practiced up while he was on his vacation and can tell you anything you want to know about golfing now. He is one of the originators of the saying, "Don't stand too close to the ball after you hit it." — Elsie Costello.

! ! !

Wallie—"Rather a large rhubarb pie for two, isn't it, dear?"

Loretta—"Oh, I don't know, I bought the shortest sticks they had."

—M.J.N.

! ! !

Passenger—"Why are we so late?"
The porter—"Well, sah, de train in front is behind, and we was behind befohe besides."

! ! !

President Britton I. Budd told a railroad story at a banquet.

"Once upon a time," he said, "there was a railroad about seven miles long that was notorious for its bumps and dirt and dilatoriness.

"A train on this railroad pulled in at the terminus one morning, late as usual, and a man said as he brushed the cinders off his clothes:

"'Well, thank goodness, the worst part of my journey is over.'

"'Goin' far?' said the conductor.

"'Cochin, China,' said the man."

! ! !

A colored boy was the proud owner of a mule. He was asked one day what he called his mule.

"I calls him Railroad."

"How did you come to give him such a name as that?" he was questioned.

"Well, sah, I'se been studying dat animal an' readin' de papers.

"Dat mule gets mo' blame and mo' abuse dan anything else in de city, an' goes ahead an' does his level best just the same."

! ! !

September. Good-bye, summer-r-r, goooood byyye, goood byyeee. Tosti.)

—Ye. Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Costello
Correspondent

Nobody in the Accounting Department will bite a dog, so whatever shall we write about (pardon us, Wally, for stealing your stuff, but we just couldn't think of anything new).

Anyway, it won't be quiet around our office any more, even when I'm on my vacation 'cuz now the Freight Department has two new Elliott-Fisher machines and with Betty and Florentine in charge they keep them going strong.

Mabel Farber, with her son, Billy, and daughter, Margie, spent two weeks in Mansfield, Ohio, and vicinity, while Mabel was enjoying her annual vacation.

Mildred Larson and her hubby motored to Niagara Falls to spend their vacation (their second honeymoon, according to Mitz). While enroute they stopped at Erie, Pa., to see our old friend, June Maeder. June says "Hello" to everybody.

"Mac" Bernethy and George Rank are back from their vacations and are all ready for another one.

Miss Mentag Ill

Rose Mentag is convalescing from an appendicitis operation and, we're glad to hear, is getting along very nicely. While Rose is gone Josephine Phillips (Mary's little sister) is taking her place as steno in the Disbursement Department.

Since being moved to the other side of the office Mr. Harbaugh is saving money to buy a pair of roller skates to aid him in getting to and from the vault.

What's the matter with the Passenger Accounting Department? We don't hear much news from them. Of course they're all busy helping Irene plan the wedding. By the way, did you hear?—Irene entertained a group of her friends recently and in a very clever manner announced that she and Kenneth had set the date—sh—it's to be Sept. 19th. A wedding every month is our motto. This makes three, five of the six interested parties being South Shore-ites. South Shore romances are very popular these days.

Bridge and Shower

Evelyn Kieper entertained her bridge club on Wednesday, Sept. 5th, with a miscellaneous shower in honor of Irene. Prizes were won by Loretta Lloyd and Esther Peters. A delicious two-course luncheon was served at small tables decorated in colors of blue and yellow and Irene received some very lovely gifts.

And now Evelyn is sporting a beautiful diamond. And when we ask her when, she only smiles and leaves you guessing. We're guessing it won't be very long now.

We just don't know anything to talk about but weddings. Mr. and Mrs. Wayne Archerd celebrated their third wedding anniversary on Sept. 6th. Eunice says it seems like three weeks instead of three years.

Irene Daily is back at the switchboard after a wonderful trip. Work isn't much like honeymooning is it, Irene? But we hope you stay with us a little while, at least.

Skates Next

I wonder what Joe and John will find to do this winter. It's too bad the cool breezes will soon be blowing and no more swimming parties for them. We don't know what the attraction is down on the sandy beaches of old Lake Michigan, but Joe and John are sure faithful devotees of this popular sport. Some say Irene and Mary (the girl friends) are especially fond of swimming. Guess you'll have to find something else they like to do now, fellows.

If anyone has forgotten that it rained on a certain Wednesday night not long ago ask Harold Flory and John Fraley about it. They say it was rather wet coming home from Chicago in that new Ford Flory had just purchased. Anyway the Ford was thoroughly christened and now they know the top doesn't leak.

George Scrivani

Raymond Hotchkiss spent the week-end recently at Niagara Falls. Who knows who accompanied him? Any clues may be turned into Detective - in - charge Jim Haller.

Geo. Scrivani has been transferred from the Car Accounting Department to the position of Ticket Agent at Gary. Bernard Russell is now employed in the Car Accounting Office.

Freight

A. C. Culp
Correspondent

Joe Friedline, the night clerk, has read so many Wild West and ghost stories lately that he finds it necessary to keep a gun handy these dark nights. He declares that he did keep robbers away from the freight house one night. He should be awarded a medal for bravery.

When Mr. Culp asked Chester Beck the other day if he thought the warehouse office needed cleaning, he replied it all depended upon who was going to have to clean it.

Rivals

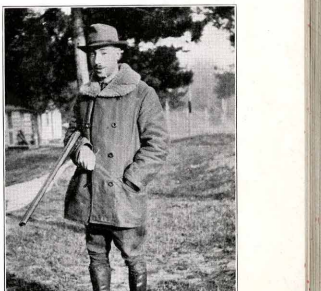
The green-eyed monster, Jealousy, has been tormenting several of our stalwart freight handlers. Jimmie Rensberger and Roscoe Arnold have been striving for the favor of a certain charming black-eyed girl in a certain part of South Bend. May the best man win!

You should have seen Mr. Salisbury let the awnings down. We won't tell what happened, but he says the next time he's going to hold an umbrella over his head. Just a hint: it had rained shortly before.

Readers of this department must not conclude that South Bend is the only freight station on the line. It isn't our fault that no items are sent to us. Come on, you freight agents, let's make our column the best and snappiest and newsiest one in the "Pan."

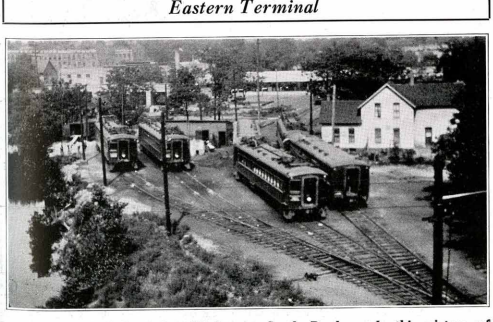
(Hear, hear!—Ye Ed.)

Dangerous Dan



The suggested comment here is, "Boys," said he, "you don't know me, and none of you care a —" What's the rest of that, Jamie?

Eastern Terminal



Nelson Hardacker, Car Washer at South Bend, sends this picture of our yards there.

General Offices

M. J. Naughton
Correspondent

"Thank God every morning when you get up that you have something to do which must be done whether you like it or not. Being forced to work and forced to do your best, will breed in you temperance, self-control, diligence, strength of will, content, and a hundred virtues which the idle never know."

Kingsley.

And now comes September, which means the end of the vacation period and settling down to hard work. Among the returned vacationists, we have Irene Gottshaw Daily, looking "fine and dandy" as they say down where she spent her honeymoon near the home of Mark Twain. And, Mabel Farber, who had such a glorious vacation with her relatives at Findlay, Ohio—but we are wondering why Mabel says she "Just had to run up to Detroit to see what the attractions were." And Marie Kelley, happier than ever, who with her mother spent her two weeks in

ALONG THE SOUTH SHORE LINE

Iowa, principally to get a rest and to discover why the corn grows so tall out there—the reason for which, however, we have not discovered as Marie has been too busy golfing, fishing and flivvering since her return. And why, we wonder, does her handsome brother—he with the Charlie Chaplin lip adornment—spend so many week-ends at Wilmette? And we are all certainly very happy to have jovial Jack Weber back with us again after his two weeks of strenuous fishing up in Wisconsin. Well, we're mighty glad to have you all back in the fold again.

Hops

This is a story of "HOPS"—no, not of Chinese, nor of the other kind, either. It's the bona fide story of two young Irishmen who had a hankering for frog legs. They got the frog legs—and then to cook them. One is a summer bachelor, and the other a real bachelor. Well, Mr. Summer Bachelor had the frog legs a-simmering in the nice hot sizzling lard, and when he attempted to salt them—now what did they do, but go hopping around in that skillet like so many little dancing demons. Finally one of them hopped out and got away, across the hall and into the apartment of two newly weds—and our friends in there after them, and on hands and knees under davenports, tables and chairs, but nary a frog leg did they find. On consulting the Encyclopedia Brittanica they learned that the frog is a species of reptile, which they think may have accounted for the "hops." Well, to make a long story short, the usual good time was had and our friends enjoyed what was left of the frog legs. They say, the next time they will order them cooked—and thereby hangs a tale!

Sprencel-Kickush

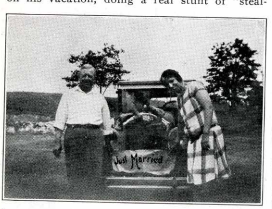
And on the 19th of September we will all be at the Presbyterian Church when Kenneth Kickush and Irene Sprencel are married. They are both employed in the Accounting Department—and after a honeymoon spent in Detroit and various points in Canada will start housekeeping in the apartment which Ken has fitted up for his bride.

Irene is slender, fun loving and one of the liveliest of the South Shore girls, who has been with the company for almost six years—and is such a favorite that numerous parties, bridge-luncheons and showers are keeping her very busy these days. Ken has been with us for the past year and a half, and is well known, a stores accountant, and is rapidly forging ahead with the company. We all wish them long life, joy and the usual share of wedded bliss.

And via the "grape-vine" route I am reliably informed that the early part of October will witness the nuptials of an Elliott-Fisher operator and son of a former South Shore man. Just no putting the "lid down" on South Shore marriages————next?

The Kileys

May I introduce Mr. and Mrs. Martin Kiley? The picture was taken on their honeymoon—they call it "funnymoon"—at their cottage at Three Lakes, Wisconsin. Notice the sign "Just Married" on their auto? Martin Kiley and Pauline Stan Blair were married at the home of her parents, Bessemer, Michigan, on August 14th—while Martin was on his vacation, doing a real stunt of "steal-



ing a march" on the South Shore Gang. Mr. Kiley has been with the company as a motorman just exactly twenty years the first of this month. He is regarded as one of the best railroad men connected with the property. His pleasant smile and friendly word for those with whom he comes in contact has made him many friends. The first intimation had of his marriage was when he left two large boxes of candy with ye correspondent for distribution to the office bunch—and many indeed were the kindly expressions of good will for him—to say that every one likes him is only putting it mildly.

Martin always was a good judge. His bride has had valuable training during the years she served as private secretary to one of the busy officials of a large Chicago corporation. They say the latchstring hangs out for the South Shore crowd at 406 East 111th Street, Chicago, where they have gone to housekeeping. Good luck and happiness galore from the South Shore bunch for Mr. and Mrs. Martin Kiley.

I wonder why a certain clerk in a department connected with cars, shortened his two-weeks auto trip to five days. How he did drive—Detroit—Niagara Falls—Canada—and back to Michigan City—all inside of five days. One of the young ladies in this department coyly remarks, "He trusts me all right, but he was so lonesome he had to come back home."

Kimmel Back

Kenneth Kimmel, the efficient assistant to Fred Williamson, evaluation Engineer, has just returned from his two weeks vacation, only to find his work stacked up. However, as his boss says that Kenny's middle initials spell *WORK* and *EFFICIENCY*, he has buckled down and is hard at work again with all thought of vacation forgotten.

It was my privilege to witness a kind act the other noon. You all know Sam Morrison, Superintendent of Freight Service. The other day he came into the station and saw a sparrow that could not fly. Mr. Morrison picked it up, came over to the concession, got some water in a container, helped the bird to a feast of bread crumbs, and deposited it in a nearby bush. Did you ever stop to think that it is consideration for others, kindness, and unselfishness that are the big factors in *SAFETY?*

Passenger Agents

W. C. Eggert
Correspondent

By W. J. Mummey, Agent New Carlisle

Conductor E. A. Hall is still devoting considerable time to chickens (with feathers only) also we missed Gene for a while for he has been cutting oats. Gene reports a wonderful crop this year.

Things are very busy and prosperous around New Carlisle—yes, motorman Ray Hauser has his house newly painted. Don't

Mr. and Mrs. Hauser

laugh, boys, wait until our new factories start running.

The motorman that killed the two skunks at Jake Miller's Lake Park Resort had better stay under cover because Jake's rather upset.

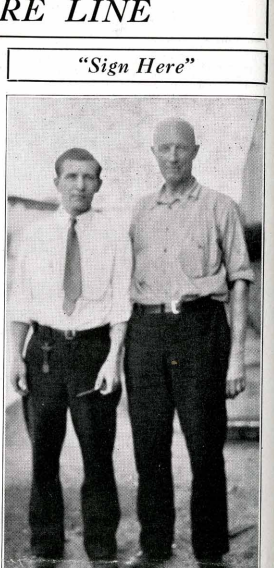
Shops

A. C. Tews
Correspondent

Shop Gossip

From what has been heard lately around the shops, we understand that Marvin Crary and Benny Kacacinski are about to become related as brother-in-laws.

"Sign Here"



Two familiar watchdogs of the Stores Department, "Kick" and Mr. Drake. Try and get anything away from them without signing on the w. k. dotted line.

Sometime ago, the boys were seen by one of our reporters, riding in Laporte. Benny apparently had a monopoly on the girls, as he was riding in the rear seat between them. The scene would remind one of a thorn between two rose buds. Of course Marvin became jealous and hasn't had Benny out since. But Marvin is acting the part of a gentleman and is quite willing to forget and forgive provided Benny will name the day so that the event will be a double wedding.

Brides-To-Be Sisters

In view of the fact that the girls are sisters, the boys have decided to use Marvin's two flat house.

While Marvin is on his vacation, Otto Meer has promised to furnish his car to take Benny and the girls out on these warm evenings. Marvin says that Otto can be trusted.

Lester Rudnick's crate is still here so it can be used for Marvin, and the lumber has been ordered for Benny. Of course they will be nailed together.

Signals

W. M. Lloyd
Correspondent

The summer is over and the collegians have departed for the various halls of learning where they are wont to sojourn for the winter months. They will no doubt be back with us next summer to add life and color to the construction crew.

W. W. Pinkerton has returned to Illinois

ALONG THE SOUTH SHORE LINE

"U" at Urbana, where he is studying electrical engineering.

Charles Beebe and Matthew Timm have returned to Indiana at Bloomington.

Charles Staples left some time ago for a short vacation before resuming his studies at Urbana.

Hayden Smith, son of Supervisor Smith, is pursuing his studies in the local high school.

Earl Bragington, who is an ardent radio fan, is training for the winter. Recently he fell asleep while listening to a concert and his wife awakened him about midnight and asked him if he intended to go to bed. He said he would shortly and the next time he woke up breakfast was ready. The radio was still working. It looks as though some dealer would sell a nice order of batteries soon.

Ben and Mrs. Smith Travel

B. L. Smith and Mrs. Smith enjoyed a week's trip to Atlantic City, where they attended the Signal Section convention of the American Railway Association. Mr. Smith reports they had a very pleasant time.

Mr. E. N. Baker, formerly of the Illinois Central Signal Department, has succeeded Tom Henneberry as Signal Foreman on the construction job on the K. & E.

Ralph Osborn recently lost his Ford Sedan, but a Ford is like the proverbial cat. After a coat of paint and a few patches here and there, Lizzie is again ready for the road.

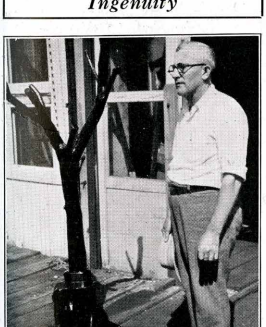
W. J. Talbott has moved to Hammond with his family. He has been transferred to the west end of the road and will maintain the territory between Kensington and Hammond.

R. W. Duclos has joined the maintainers' staff and has taken over Talbott's old territory between Gary and Tremont.

Louis Ten Voorde, of South Bend, is becoming quite a commuter. He has been assisting the construction crew on the K. & E. job and rides back and forth from Hegewisch to South Bend every day. A few more days, says Urak, and he will have enough miles to have circled the earth.

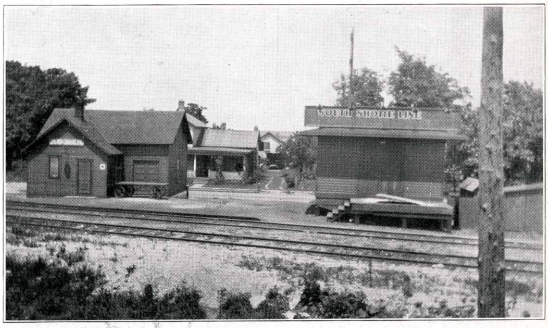
Before going to press we want to congratulate Miss Sprencel and Mr. Kickush on the coming nuptials. It's a great life and we know "Kick" will make an ideal husband. We understand he is very handy at the dish washing game. This will prove quite an advantage to "Kick." We had to learn it.

Ingenuity



W. H. Ragsdale, General Shop Foreman, made this handsome hall tree from a section of an apple tree and a stump of white oak. It is the result of skillful modeling and finishing, and the lustre comes from hand rubbed wax.

New Carlisle



This snapshot of South Shore Line headquarters at New Carlisle was contributed by W. J. Mummey, Agent.

South Bend Terminal

C. W. Veach
Correspondent

South Bend Concessions

Betty Tolly, South Bend Concession girl, has been using fly dope to kill flies. The use of this dope makes the flies weak and dizzy, and in their effort to get away from the Concession stand they wander to the other side of the waiting room and eventually fall dead on Walter Eggert's head. Walter is like a great many old men, he has but little hair, and the flies slip off and down his neck they go. Walter doesn't like flies, and would rather they would go some place else to die.

Elsie Waits, also a Concession girl, does not have very much to say, but we notice that she is always on the job.

Miss Glenn Sheetz, one of the girls with a Miss attached to her name, came to work the other day in an automobile all "dolled up" with flowers, some rice and a nice sign on it, "JUST MARRIED." What does this mean, Miss Glenn?

Terminal Shops

Harry McCarthy, Car Inspector, has made a seat in the rear of his Dodge coupe. The kind we call a rumble seat, but Harry says it is a "mother-in-law" seat.

Harry burned his hand some time ago; however, he is on the job again. Chester Callahan is his helper and will be on the lookout to see that Harry does not get burned again.

Nelson Hardacker has been a tent dweller at Clear Lake for the summer. Just learned that he will be pulling stakes shortly to move to South Bend. Nelson, we suggest that you take "Cashes" Tillison to Clear Lake with you to help pull stakes.

Fred Smith and Art Willbaum are now informing Howard Underdunk to be more careful about falling into the pit, so that when he falls he won't hurt himself next time.

Traffic Department

C. L. Binger
Correspondent

Johnnie Kilnowitz is back on the job. He has a mean twinkle in his eye that bids everybody to stand from under. In fact Johnnie has to carry a leaden weight on his key ring to hold him down. The sea breezes, or see breezes or what have you, seem to have rejuvenated him. Watch for his testimony on a cigarette poster. We might better predict a soap advertisement because of his complexion. Anyhow, Johnnie is back and his corner of the office is a busy place.

Bill Jones just indulged in a bit of confidential chatter to the effect that Tom Mix is his favorite movie actor. He said, "Tom Mix is the only jockey I'll bet on any more, because you can always figure on him coming in some time." Bill seems to think that the only place where the right jockey and horse get in is in the movies. Bill must have been watching the slow motion movies.

Claim Prevention

Mister Petersen and Mister Metzger were studying the dictionary this morning (Saturday September 8th). They expect to delve into the subject of physiology soon, to find a way to prevent claims.

Roy McIntosh is getting all stuck up. Looks kind o' pasty this morning. Whassamatter, Roy?

Hope to have a picture of Louanna, the genial daughter of Dwight G. Wood, for you soon. The bambino has a cute smile for the birdie, and the camera man caught it just right. Watch for it.

Reginald E. Jamieson, having been almost an exile from home lately, due to heavy passenger traffic, special moves, etcetera, enjoyed a Sunday at home recently. We understand his wife killed the fatted calf in honor of the event, and Jamie feels well repaid for not having had to take a special out.

Busy, Busy Traffic

The Traffic department as a whole resembles a beehive. Everybody is crawling over somebody else to get to what they are looking for. We are thinking of double decking any day now, and if such is the case, yours truly wants the northeast corner of the basement. It will make a nice cozy corner, in which to hibernate, and get away from the street car racket. We are all seriously thinking of using the telephone to communicate with each other in the office during the balance of the year. Between street cars, automobiles, and gang fights under our window, there is little respite from the racket. However, winter will soon be here, and then we can peruse our papers, dictate to our stenos in a modulated normal voice, and relieve ourselves of the strain of thinking out loud.

ALONG THE SOUTH SHORE LINE

Accidents Caused By Lack of Care

By Harlow Foster
Shops Department

Accidents result from human causes, and therefore are preventable. Often the cause is so far removed from the effect that the accident is called an act of God. That is, however, shutting our eyes to the fact, for somewhere back of every accident some one was careless, neglectful, or ignorant of the safe or proper way to perform the task.

The individual employe is the one who can positively prevent accidents and thereby give our shop and road the best we can hope for, "A non-accident record for the remainder of 1928."

Dangerous conditions are seldom if ever created by the management, but by some individual who leaves material or tools in forbidden places. It is the duty of every employe to tell a careless workman of his act. If no improvement is made, notify his foreman or Safety Committee, as a careless worker is not only dangerous to himself but a hazard to others.

Each and everyone connected with the shop and road should feel the responsibility resting upon himself as an individual for the safety of the patrons of the road who trust their lives and loved ones to our care. Remember it might be a single bolt, a nut, or a cotter left out that would cause the loss of a life.

Safety Meetings
October

Freight Station, 1:00 P. M., October 1, South Bend Terminal.
Mechanical Department, 2:30 P. M., October 1, South Bend Terminal.
Signal Department, 7:30 A. M., October 2, Michigan City Shops.
Mechanical Department, 11:00 A. M., October 2, Michigan City Shops.
Bridge and Building Department, 6:45 A. M., October 2, Michigan City Shops.
Freight Station, 1:00 P. M., October 2, Michigan City.
Mechanical Department, 2:45 P. M., October 2, Gary.
Crossing Flagmen and Gatemen, 6:30 A. M., October 3, Gary.
Trackmen, 7:30 A. M., October 3, Gary.
Electrical Department, 8:00 A. M., October 3, Gary.
Trackmen (Special Car), 9:00 A. M., October 3, Gary to South Bend.
Crossing Flagmen and Gatemen, 5:30 P. M., October 3, Gary.
Freight Station, 1:00 P. M., October 4, Gary.
Freight Station, 2:00 P. M., October 4, Calumet.
Freight Station, 3:00 P. M., October 4, Hammond.
Freight Station, 6:00 P. M., October 4, Kensington.
Trainmen, 10:00 P. M., October 4, Kensington.
Trainmen, 8:00 A. M. to 8 P. M., October 8, Randolph Street.
Mechanical Department, 2:00 P. M., October 8, Randolph Street.
Central, 1:45 P. M., October 18, General Office.

Gesundheit!

In those days John Hubenthal, our Roadmaster, was just as handy with a guitar as he is now with a 100-pound rail. —Charles Ludden.

ELECTRICAL FOREMAN IS SAFETY SPEAKER

Following is from an address made by Neil McAlpine, Electrical Foreman, before the Shops Safety Meeting recently:

I think the Safety movement to be one of the finest movements in existence, and we find it put in practice more and more every day. Our corporation heads and state and city officials are devising ways and means for the betterment of public safety and it is our duty to co-operate with them in their efforts to maintain safety in the shops, and on the streets and highways. To achieve this, in my opinion, concentration of the mind is necessary, for a man's work cannot be done properly and safely if he is working at one place and his mind working somewhere else. Then again a man should take sufficient time to perform his duties properly and safely and leave no part undone, which might cause an accident.

We will take, for instance, the cotter pin—a very small matter in the way of finance, but if you fail to install it you are taking a chance. We will say for instance, this might occur on the brake rods on a car and for the want of a cotter, the nut is lost and for the want of a nut, the bolt is lost, and for the want of the bolt, the brakes are lost, and for the want of the brakes, control is lost.

So, in this condition the car runs wild, down the track with nothing to retard, and in case it should hit something it will hit it hard.

Operating Old-timers

The old saying that if the father is successful his sons will follow his footsteps is exemplified by the Helms, George and Lester, "Doc" and "Young Doc." George Helm, who holds the position of No. 1 on the Motormen's seniority list and has been on the line from the beginning back in 1908, has introduced the junior Helm into regular service on the railway field for work on the main.

George Helm

Born at Gallipolis, Ohio, in 1874, "Doc" went to the S. T. & P. at Springfield in 1903. After a creditable service there, and with the Indiana Union Traction at Anderson, Ind., as motorman and dispatcher, Mr. Helm answered the first call for motormen of the newly organized Chicago Lake Shore & South Bend Railroad. Since then, through the period of depreciation of the old line, and of rehabilitation started by the present management in 1925, up the years to the present high standard of South Shore Line operation, "Doc" has been pulling them over the road. His record is excellent, according to C. G. Scuffham, Chief Clerk in the Transportation Department, and he has set a hard pace for "Young Doc" to follow.

Win Safety Card

The following foremen, in charge of five or more men, had no lost time accidents for the first six months of the year, and were presented with 100% Safety Cards.

Fred Parker, Structures Dept.
Geo. Schroeder, Mechanical Dept.
Neil McAlpine, Mechanical Dept.
Michael Bittner, M. of W. Dept.
Sebe DeHaan, M. of W. Dept.
Wm. Moore, M. of W. Dept.
Harry Jenkins, M. of W. Dept.
David Bennitt, M. of W. Dept.
Guy Van Dusen, M. of W. Dept.
J. F. Corcoran, M. of W. Dept.

OUTING BUREAU HAS DUNES FLOWER SHOW

More than 91 species of Dunes flowers, gathered by A. B. Dickson, General Secretary of the Gary Y. M. C. A., virtually within ten minutes' walk of the South Shore Line station at Tremont have been on display at the Outing and Recretation Bureau, 72 West Adams St., Chicago.

The collection, pressed and mounted, includes several individuals of the rare wild orchid, which is being found with increasing regularity in Indiana Dunes State Park.

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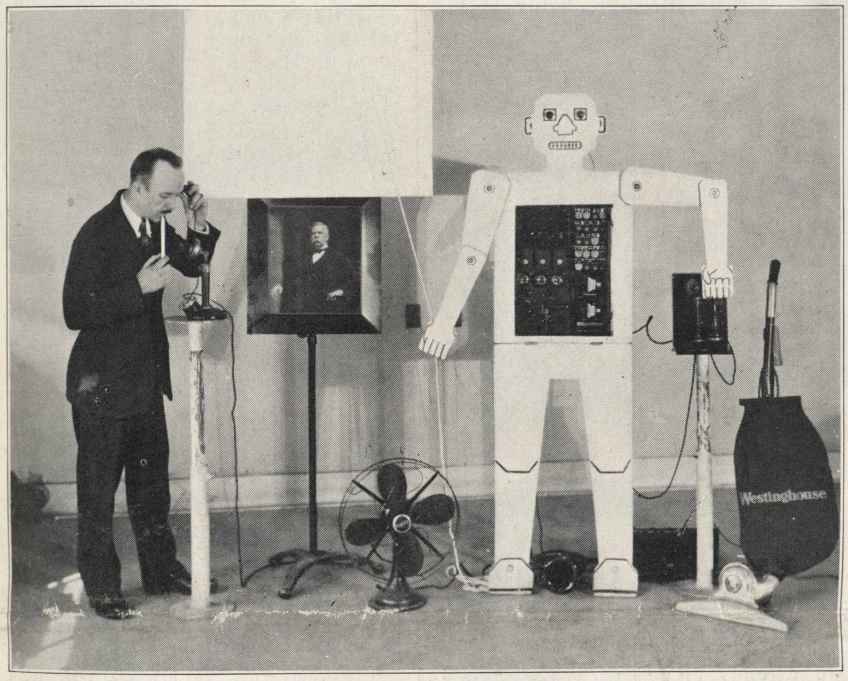
The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 | OCTOBER, 1928 | No. 10

"TELEVOX" MAN AT A.E.R.A.



This is "Televox," the electrical man, who will perform before the Company Section meeting November 1 at the Marquette Hall in Michigan City.

JOHN FOGARTY, CHIEF DISPATCHER, IS DEAD

John Fogarty, chief dispatcher of the South Shore Line and a faithful employe of this road for the past 18 years, died Sunday, October 14, at his home after an acute illness lasting less than two days.

Mr. Fogarty was taken sick while on duty Friday night preceding his death, and on removal to his home at 118 North Porter Street, Michigan City, sank rapidly to the end. He was 49 years old.

Started as Operator

Starting his railroad career as a telegraph operator for the C. & E. I. at Danville, Ill., John came up through the ranks by dependable, untiring work, serving for a time with the C. & O. Railroad, eventually to be appointed dispatcher for our line at Shearson Tower, April 18, 1910, two years after this railroad had begun operation as the Chicago Lake Shore and South Bend Railroad. Three years ago he was promoted to chief dispatcher, where he has remained. His work has always been distinguished by faithful attention to duty, and by the absolute dependability the position exacts.

Mr. Fogarty is survived by his widow, five children and five sisters.

SCHOOL AT HALF RATE FOR EMPLOYES OPENED

Night school courses in the elements of direct current electricity and industrial mathematics, termed "practical courses for practical men," will be offered by the engineering extension department of Purdue University, in the Michigan City high school during the winter. Meetings will be Monday or Wednesday night each week.

As a special inducement to South Shore employes, Charles H. Jones, General Manager, has announced that the company will pay half the tuition fees for anyone who finishes the course, or courses.

The course in elements of direct current electricity will run for ten weeks, and cost $7.50 including text. The course in industrial mathematics will run twenty weeks and cost $12.00. This means that for employes who complete either or both courses, the cost will be $3.75 and $6.00 respectively, at the most $9.75.

Mr. Jones also stated that for a year from now the Purdue extension directors will arrange a course on direct current as applied to a high-speed electric railway with special emphasis on South Shore Line problems.

Automaton Will Do Tricks at Section Meeting on Nov. 1

R. J. Wensley, Inventor, Who May Present His Protege, Has Educated Himself

"Televox," the world-famed electrical man—to engineers the year's greatest marvel, to laymen the year's greatest mystery—will go through his bag of tricks the night of November 1 before Company Section 15, A. E. R. A., at the Michigan City Marquette Hall. The meeting will be at 7:45 P. M.

The actions of this amazing automaton will be demonstrated by James L. McCoy, engineer of the Westinghouse Electric and Manufacturing Company, or possibly Roy J. Wensley, inventor of the device.

Always Obeys

These men will show that the Televox is so highly trained that it will answer the telephone, listen to its master's voice and then execute his commands. He will order it to light and extinguish a light, start and stop an electric fan and vacuum cleaner and to perform various other startling operations.

This uncannily human device is far from beautiful. It has veins of copper and bones of porcelain, with binding posts for ears and hard rubber for skin. He obeys his master, however, more faithfully than many modern servants.

The electrical man's name, "Televox," means "distant voice," Mr. Mc-

(Continued on Page 8, Col. 3)

Bowlers, Sign Up With Mr. Gensch

Bowling, the premier winter sport on the South Shore Line, got away to a flying start Monday, October 8, at the Palace Recreation alleys, Michigan City.

A score of South Shore employes, ready for the winter's long grind under the schedules of the league, rolled practice games, with Pete Mitchell, line foreman, topping them all with a score of 170.

George Gensch, Chief Clerk to the Auditor, is in charge of arrangements for the season, and he has issued a call to all bowlers, whether experienced or not, to get in the game.

"MEET THE BOY"—M. J. N. COMPILES PHOTO ALBUM OF NEXT GENERATION

(Continued from September Pantagraph.)

"He may have a greasy hat and his trousers may be shiny, but if his children have their noses flattened against the window pane a half hour before he is due home for supper, you can trust him with anything you have."—Anne P. Keil.

Here are two jolly pals—Howard Kubsch, at the right, age ten, who attends Central school, grade five-two, is interested in swimming, fishing, and likes railroading, especially riding in the cupola of his daddy's way car. Howard is the son of Conductor A. C. Kubsch. The lad at the left is James Hill, nine, the son of Motorman A. S. Hill. James attends St. Mary's school, in the fifth grade, and is interested in boxing, swimming and baseball.

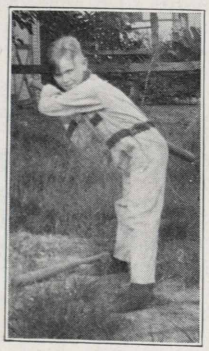
Here we have Conductor John Hansen's eldest son, Robert, age thirteen. Bob attends junior high school, in grade eight-one, and is interested in all sports, principally fishing, hunting and bicycling. Also, as you will note, Robert loves the water.

Arthur Timm, whose middle name should be "Pep," nine years old, the son of A. C. Timm, assistant to the paymaster. Attends St. Mary's school. Very lively and interested in all athletic sports, especially baseball. They had a hard time keeping him still long enough to have the picture taken in front of their attractive home at 307 Ashland Avenue.

Doesn't this picture look good to you, the boy and accordion—know who it is? Louis Sobecki, age 15, son of Tony Sobecki, chief car inspector at the South Bend terminal. Louis attends St. Joseph school, is in the 9th grade, and is interested in art drawing. He is a great fisherman, and a very lucky one.

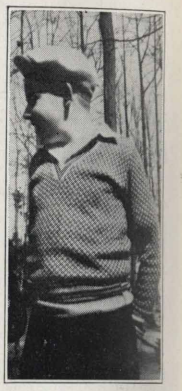
This young man is fond of chicken as you will notice. He is Norman Volstorf, the six-year-old son of Rudolph Volstorf, foreman of the extra construction gang. He attends the Eastport kindergarten. He also likes his bicycle, and oh, what music he can get out of his mouth organ!

The young fellow ready to make a home run is Paul Schroeder, the ten-year-old son of George Schroeder, electrical inspector at the Shops. Paul attends Central school, grade 5-1. He is interested in swimming—but oh, boy, how he does love to play baseball!



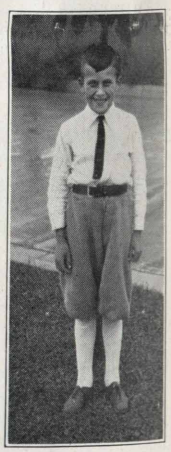
And we present here Donald VanDusen, age 15, the son of Guy C. VanDusen, section foreman, who is located at New Carlisle. Donald attends the New Carlisle school, 8th grade. He is a boy scout and is interested in basketball, baseball, tennis and swimming.

Donald William Meer, age 12, in the 7-2 grade, junior high, is the oldest son of Fred Meer, machinist-welder at the shops in Michigan City. Stout and good natured—is most interested in swimming—takes a keen interest in everything electrical—and may some day become a great saxophone player.



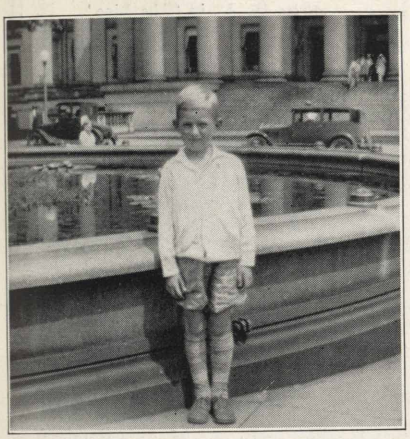
You have seen this young man before. He is the four-year-old son of Florence Barney, chief concession clerk at Michigan City. Donald is four years of age, and is very much disappointed because they say he is too young to attend kindergarten. He is fond of automobiles, bicycles, and anything on wheels.

Think Fred's son looks like a "chip off the old block"? Billie Parker, age 9, the son of Fred Parker, assistant superintendent of bridges and buildings. Attends Marsh school in the 4-A grade. Great hobby is bicycling and building houses, and what he loves best of all is a motorman's cab. Some day he wants to be a motorman like Al Kull, whom he idolizes.



Wilbur George Dabbert, fifteen, the son of Conductor George C. Dabbert, is in his second year at St. Mary's high school. He also is a member of the Michigan City Boys' Band, playing a snare drum. Played basketball on the 2nd school team last year, earning a numeral. He is a lover of baseball, the Cubs being his favorite, and when he earns a treat is permitted to attend one of the Cubs' games in Chicago. Belongs to the Y. M. C. A., plays billiards. Is a fine English scholar and writes a beautiful hand.

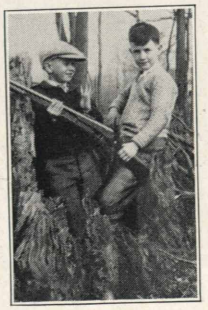
And here is George Gensch, Jr., age seven, taken in front of the White House Building in Washington with the Treasury Building in the background, on vacation with his parents.



He is the son of the chief clerk to the auditor, and is in the second grade in Eastport School. Fond of baseball and especially keen on bicycle riding, he takes jaunts all over town.

Just look at the mischief in the eyes of Everett Rapp, age nine, whose dad is Ed Rapp, section foreman, residing at Portchester. He attends school at Waverly, being in the fourth grade. His greatest sport is bicycling, and some day hopes to own an automobile and be able to drive like Fred Parker, of whom he is very fond.

Well, look who's here! Robert Schultz, age nine, son of John Schultz, machinist-foreman at the Michigan City shops. Robert is in the 4-A grade in school, and is very studious. Is interested in fishing—but loves most of all to go bicycle riding.



And here's another set of chums. At the left, Robert Tews, or Bobby, the 9-year-old son of Art C. Tews, chief clerk to the Superintendent of Shops and Equipment, is in the 4th grade in Central school. His chief interests are hunting, bicycling and sports. The youngster who looks at you so intently at the right is Harry Titsworth, age ten, in the 4th grade at Central school. He likes reading, and then air rifle shooting and hiking. The boys were engaged in target practice in the woods up in Baroda, Michigan, where the picture was taken. Harry is the son of Judson Titsworth, Chief Accountant.

RE-ORGANIZED TALK GROUP IS LAUNCHED

A complete new organization, newly renamed, with standardized membership rating and a "one man one talk" policy in effect, will take the place of the former Public Speakers' Bureau probably about the time this PANTAGRAPH appears.

Two meetings of the class have been held, on Thursday, October 4, and the following Friday. Officers elected at the first meeting are D. C. Schnabel, chairman; John Inman, secretary, and O. H. Hansen, sergeant-at-arms. A permanent executive committee, which will frame matters related to the conduct of the class for the approval of the class body, are, besides the three named, Herman Joers, Motorman; Lloyd Bantz, clerk Ways and Structures, and Charles Ludden, clerk Electrical.

To Rule Selves

At the second meeting it was decided that the class shall be entirely self-governing, that it shall draw up plans for an annual dinner party, that the duty of temporary chairman be instituted with the office rotating each meeting and each member having an opportunity to sit in the chair and present his own program during the year. At the conclusion, slips bearing titles to subjects for talks promoting the South Shore Line were passed, and each recipient registered his name and subject. Following a period of preparation, each member will be called on to give his trial address before the class several times, with the ultimate aim that there will be on call a number of speakers on a number of subjects, all thoroughly conversant and highly trained.

The meeting scheduled for Friday night, October 19, was to see the completion of organization, establishment of by-laws, and an interesting speaking program.

NOTRE DAME GRIDMEN TRAVEL SOUTH SHORE

Twice in the past month Knute Rockne chose the South Shore Line to bring his "Fightin' Irish" football team of Notre Dame University from South Bend to Chicago.

The first occasion was for the Wisconsin game, when the Trojans transferred from our line to the Milwaukee at Chicago. The second was the great Navy game in Soldiers Field, at which time the team, the band, and hundreds of the students sped to Chicago for the game of the year—and had the unusual convenience of hourly service returning to South Bend until after midnight.

C. H. JONES' WORK IN A. E. R. A. RECOGNIZED

Our General Manager, Charles H. Jones, was elected a vice-president of the Engineering division of the American Electric Railway association at the Cleveland convention, September 22-29.

Mr. Jones has been identified with committee work in the A. E. R. A. for a matter of 16 years, and has achieved national recognition as an authority on power distribution as applied to railroads.

Others of the Cleveland delegation included John Hubenthal, Roadmaster, A. B. Parsons, Traveling Motorman, William Ragsdale, General Shop Foreman, D. E. Ferner, Superintendent of Passenger Service, and S. A. Morrison, Superintendent of Freight Service, as well as a number of department heads.

PETITION FOR SOUTH SHORE STOCK ISSUE

The first step in the reorganization of the financial structure of the Chicago South Shore and South Bend Railroad was taken when petitions asking approval of new securities were filed with the Public Service Commission of Indiana, and the Illinois Commerce Commission.

The railroad asks authority to issue and sell the following securities:

$1,000,000 first mortgage 6 per cent three-year bonds.

$1,500,000 par value 6½ per cent class A preferred stock.

$3,500,000 par value 6½ per cent class B preferred stock.

265,000 shares of common stock without par value.

Authority is asked to sell these securities at prices which will yield $8,150,000 for the company.

To Amend Articles

The petition outlines that the money raised by the sale of these new securities will be used to reimburse the company's treasury for the retirement of old bonds aggregating $4,000,000, and for capital expenditures made for additions, extensions, betterments and improvements in the property since July 14, 1925.

In the petition filed with the Indiana Commission, the railroad company, being an Indiana corporation, asks for authority to amend its articles of association, increasing its authorized capital stock to 600,000 shares of common stock of no par value, and $6,000,000 of preferred stock consisting of 60,000 shares with a par value of $100 of each.

The securities retired are $2,000,000 of first and refunding mortgage 30-year 6½ per cent gold bonds, $250,000 second mortgage 50-year 6 per cent gold bonds, and $1,750,000 adjustment mortgage 50-year gold bonds. These were authorized by the Commission in 1925 at the time of the purchase of the railroad and have recently been reacquired, cancelled and retired in order to clear the way for the new plan of financing.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

VOL. II OCTOBER, 1928 No. 10

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Moving With Transportation

The present time is a most interesting era in the broad field of public transportation, in that practically every day sees new modes of travel developed and new ideas presented regarding operation, maintenance, safety, facilities to the public, and every other phase of the industry.

As we all are associated with the transportation business, it behooves each of us to keep step with the changes taking place in the industry. A certain amount of familiarity with modern transportation and its frequent changes is essential to a well balanced conversation, and we, as transportation employees, should be more completely informed than the average person so that we shall not only be interesting, conversationally, but that we shall be able to correct any misstatement concerning the industry with which we are connected.

For the most part our general knowledge of the transportation industry comes from reading, and in gaining this general information we also obtain certain fundamental facts concerning the various departments associated with transportation.

None of us can know too much about the transportation game and when we turn to trade journals and other forms of reading matter and keep step with the many innovations being introduced, we feel a growing pride in our knowledge thus obtained, and we turn to our work with renewed understanding of the transportation industry as it is today and of the infinite possibilities that lie in this division of the world's work.

—W. A. PIPHER, Statistician.

Public Speakers

The Public Speakers' Bureau is ready for the year's work. Organized primarily as an aid in promoting the South Shore Line, it also serves as an excellent school of training for the individual employe. It is free to all. There will be no restrictions whatever, either actual or implied, on employes eligible. Everybody is welcome.

The natural hesitancy that many feel about attending a meeting where they may be called on to speak is to be met by the flat declaration that no one will be called on at all for extemporaneous address. For the most part speaking will be voluntary. After subjects have been assigned and plenty of time for the member to prepare himself has elapsed, he will be expected to make his trial talks before the meetings. That will be later in the season. For the present only those who wish to speak will do so. But every meeting is going to be made worth while attending, and it is hoped that every man and woman in the employ who can spare the time will plan to attend. Meetings will be held three Fridays a month at 7:15 P. M. in the Michigan City passenger station, to alternate with the A. E. R. A. on the fourth Friday.

Co-Operation

On September 30 the South Shore Line began the fast regular service of two hours and twenty minutes between South Bend and Chicago. Coincidentally came the establishment of a new faster "hot-shot" run to Chicago in the morning and returning in the evening—a two hour five minute train.

Now that this service has been in operation for several weeks, it is gratifying to hear the report of the Transportation Department that on-time records quite equal, if they do not exceed, those of the former schedule. After a probationary period during which motormen were allowed to develop the faster running time, the occasions on which the extra fast trains were late have been rare, and the same generally may be said about the regular service.

The on-time reports tell the story. And the PANTAGRAPH congratulates the Transportation Department, the motormen and the conductors for the snappy way in which the South Shore Line trains move these days. They are, as the phrase goes, all "going some place."

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"I want it said of me by those who know me best that I always plucked a thistle and planted a flower where I thought a flower would grow."

—Abraham Lincoln.

! ! !

Safety Alphabet

A is Authority you should respect.
B is the Bumps you shouldn't neglect.
C is Crossings you should always heed.
D is the Danger, attended on speed.
E is the Emphasis placed on discretion.
F is the Fault that is called aberration.
G is for Gas Fumes you must not inhale.
H is for Horn which never should fail.
I is the Instinct the new driver lacks.
J is the Judge who says "Fifty Smacks."
K is the Knock which tells something is busted.
L is the Lights, see they're always adjusted.
M is for Motor Cops, they are your friends.
N is for Narrow Road, sound horn on bends.
O is for Oil, a supply you should carry.
P is for Puncture, you hate like old Harry.
R is for Reason, which saves broken bones.
S is for Signals, you always should give.
T is for Traffic Rules, obey them and live.
U is for Uniform Courtesy and care.
V is for Vigilance everywhere.
W is for Windshield which should be kept clear.
X is for the unknown that most of us fear.
Y is for Youngsters, away from them draw.
Z is for Zeal in obeying the law.

! ! !

A few words mumbled over your head and you're married. A few mumbled in your sleep and you're not.

Breathes there a man with soul so dead,
Who never to himself hath said,
"I'm offa wimmen."

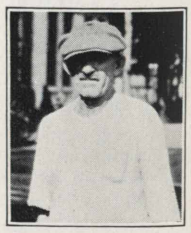
—Newlywed.

! ! !

Just stand aside and watch yourself go by;
Think of yourself as "he" instead of "I"
Pick flaws, find fault, forget the man is you.
And strive to make your estimate ring true.
The faults of others then will dwarf and shrink,
Loves' chains grow stronger by one mighty link,
When you with "he" as substitute for "I"
Have stood aside and watched yourself go by.

—Roycroft Magazine.

! ! !



There are flowers galore but we are particularly fortunate in having a flower show of our own around the General Offices. George, our janitor and landscape gardener, has had marked success with his flowers this year. The banks of glowing red dahlias, and brightly colored zenias, forming a border to the vine-clad walls of the office building, bring forth many exclamations of surprise and favorable comment from the passengers on our cars. You have missed a rare treat if you have not seen the beautiful flower setting of our office building.

—M. J. N.

! ! !

"The melancholy days have come, the saddest of the year." But why anyone should feel sad amidst all the splendor displayed in South Bend and surrounding territory these bright fall days, is beyond my comprehension. Fall to most of us is a time of joy and peace and happiness. The poet who wrote the lines quoted must have had pancakes for breakfast.

—L. E. K.

! ! !

October. We have ordered one solid gold hand-chased football for presentation to the Traffic Department.

—Ye Ed.

ALONG THE SOUTH SHORE LINE

At the Monon Diggings

The Way and Structures Department has taken a considerable job unto itself in the new Monon Interchange west of Michigan City, at Power siding. Mr. Underwood, Jim Mallon, Al Boller and most of the other members of the personnel may be seen out there in the great sand diggings any time. Particularly around the kitchen car of the construction company at meal times, when the famous "Clifford Stew" is on the bill-of-fare, is there a great attraction for hungry engineers, and many a longing eye is cast on that stronghold of the camp cook.

The interchange will consist of three tracks, each of 50 cars capacity, 6,000 feet over all. When completed it will put us in direct connection with a total of three railroads east, the Monon, the Nickel Plate and the Wabash.

Accounting

Elsie Costello
Correspondent

The Car Accounting Department has made several changes in the personnel within the past two months. The newest addition to this department is Claude Fritz, formerly employed by the Stefco Steel Company.

John Fraley has returned from his two weeks' vacation spent visiting various points in Indiana.

Judson Titsworth spent one week on his vacation in Chicago and Michigan City. Mr. Titsworth is taking his vacation on the installment plan so it'll last longer.

Lila Thompson entertained her bridge club on September 26th in her usual charming manner. Prizes were won by Martha Rawlings and Betty Gay. On October 10th the club will be entertained by Henrietta Grott.

Shower

Showers are the thing these days, so on September 19th Loretta Lloyd entertained her bridge club in her lovely new home on Faulkner Street and toward the end of the evening Wally (man-like) accidentally disclosed that it was a shower in honor of "yours truly." It certainly was a delightful surprise, and did I get a lot of nice things! Just come over and see some time. Evelyn and I won honors in bridge, mine the consolation, naturally.

On October 3rd Mildred Larson entertained with a personal shower in my honor and prizes were again won by Evvy and myself. My reputation as a bum bridge player being conclusively established, Evvy walking away with all the honors. The Larson home was beautifully decorated in pink and green and it was a wonderful party. Mitz and Loretta are real entertainers and the girls brought some very lovely gifts.

Speers Leaves

J. H. Speers of the Passenger Accounting Department resigned on September 30th to accept a position in Chicago. Jimmie came here from the Shore Line Motor Coach Company and during the short time he was here made a host of friends who wish him all success in his new location.

Alphonse Timm of the Pay Roll Department has been promoted to the Passenger Accounting Department to take the place of Mr. Speers as Traveling Auditor.

Everybody is glad to see that Rose Mentag, who has been ill for the past month, is back on the job again.

F. G. Williamson, Valuation Engineer, and Kenneth Kimmel, his assistant, have moved into the east wing of the office and are now with this department. Hope you like our side of the building.

Betty Gay, Joe Connelly, John Sack and John Kelly are attending night school in South Bend and can be seen regularly taking the train on Monday and Thursday nights. These enterprising young people are utilizing their spare time in taking up various subjects of interest to them. You have the right idea, folks.

Irene and Kenneth are back at work and say, have you noticed how preoccupied they are? Just don't see anyone else. They're as busy as can be getting their new home just as they want it.

News Needed

We wish some of these quiet people around the office would let us know some news about themselves. Edw. Lewis, Harold Flory, C. E. Connelly, H. O. Connell—they keep all the news under cover. Can't find out anything at all about them. Guess they're always so busy working they don't have time for other things.

F. A. Mitchell is taking his annual vacation this month. He said he might go to Clinchfield, but didn't say why.

Mabel Farber is hoping that two or three people won't start taking vacations at the same time. She has been kept busy for several months running just about every job in the department. Mabel says it's all right as long as they don't give her a half dozen jobs all at once.

Electrical Department

Charles Ludden
Correspondent

Our reporter seems to be falling down on his duties. No news at all last month, and not much this month. However he says that he and the rest of the gang have been so busy with the summer's work that they have had no time to do anything that could be considered news. A few items gathered are as follows:

William Hartwick, lineman, felt the first cold hand of Old Man Winter a few days ago and pulled his stakes for Sunny California. Hope he has a pleasant and profitable winter.

If you should happen to notice a slight peculiarity in Pete Mitchell's speech or his sudden preferment for soft foods, don't get the mistaken idea that he has been attacked by premature old age. No! The poor man has only lost his lower set of teeth.

New Car for Scrivnors

For the benefit of those who do not already know it, we announce the purchase of a new Graham-Paige automobile by Frank Scrivnor and family. While showing it off to the writer Frank opened the hood to show the fine engine. His young son pointed to the fan and said, "Papa, look at the compeller."

Mrs. Scrivnor decided that one garage was not enough for such a good car so she tried to get into two at once with only partial success and some damage to the other garage.

Guy Hunt took Earl Melton out to show him the sights of Michigan City. Melton returned home at midnight but said he had only been able to see half of Michigan City. He intends seeing the other half at some future time.

Absent Aldrich

Hank has a bad scratch across his nose. He says he hit a wire clothes-line. We wonder what he was doing running around in the back yard at night that he should hit a wire clothes line. Are you sure no one was after you Hank?

M. Aldrich says the PANTAGRAPH is a total loss to him. He is never home long enough to read it. We wonder what sort of an alibi he gives his wife to get out so many nights a week.

Charles Ludden and Marie, the girl friend, were among the South Shore notables visiting the Navy-Notre Dame game at Chicago recently.

—By W. M. Lloyd.

Freight

A. C. Culp
Correspondent

Poor Joe has decided that he had better not read any more Wild West stories, else he will need two more guns. He will also have to have a watchman or witness to prove that he really deserves a medal for bravery.

Learning Freight

D. E. Taylor, one of our up-and-coming truckers, knows that there is something yet to learn. He says he learns some new things every day about the receiving and delivering of freight.

The exterior of the freight station has been receiving its new winter coat of paint, the usual brilliant, cheery, South Shore orange, and we are all exceedingly proud of our "spiffy-looking" quarters. There is a decided change in the inside as well, in temperature, that is, as a new heating system has been installed and we are looking forward to working in a pleasant, cozy office this winter.

Jim Kline, the foreman, is driving his sec-

ALONG THE SOUTH SHORE LINE

ond new car this year. He says there is nothing like a "Stude" for him.

Henry's Troubles

Henry Toellner has a very hard time keeping his "lady friends." First he loses Mary and then Gladys, the Merry Widow. He figured he was safe with the widow, but s-o-m-e-b-o-d-y took her away from him. He is at a loss to know just who it can be, but we will give him a tip. If he keeps an eye on Jimmie R—, he will no doubt find out over whose home Gladys will reign as queen.

Mr. Culp, the genial agent is wearing a broad smile these days. We wondered why until we learned that he is to have his long-looked-for vacation. Knowing that he loves to fish, even through holes in the ice, we hope that he will bring us all a nice string of fish when he returns.

Chester Beck, our checker and First Aid doctor, has been very busy on the line between South Bend and Michigan City, attending First Aid classes. The other day when Roscoe Arnold had his finger smashed the call went out for "Dr." Beck, but he was elsewhere and Oscar Bayman had to administer First Aid.

Taming a Tractor

Roscoe Arnold has been assigned the difficult task of taming and driving one of the South Shore's roaring demons, namely a tractor. Tom McCaskey and Roscoe sure make a handsome team of tractor drivers.

Mutt and Jeff, the freight house twins, otherwise known as Joe and Hank are cultivating mustaches, and it surely takes a lot of cultivation. It costs them a small fortune for cream and up-keep for cats. It also takes up a lot of time exchanging methods for coaxing the downy growth.

—L. E. K.

General Offices

M. J. Naughton
Correspondent

Let's all get out this month and enjoy the wonderful panorama that Nature has prepared for us. Not all of us are fortunate enough to possess old masters, but we may all enjoy to the fullest the glorious painting of Autumn in her wild riot of greens and yellows and reds—and one does not have to own an automobile either to enjoy this treat. Take a ride any day on the South Shore—for instance at Hicks and on to Sagunay and Lake Park—what a glorious sight! Or along the Dunes where the grouping of colors is splendid. October, one of the most glorious months of the year—the fulfillment of the spring and summer!

E. O. Guyton

Meet one of our neighbors, Edward O. Guyton, trainmaster of the Illinois Central, located at the Randolph Street Terminal. To many of you, Mr. Guyton is well known as a very courteous official, who takes much interest in the operation of the South Shore Line. He is a close office neighbor of Earl Ferner, our Superintendent of Passenger Service. Mr. Guyton has made several trips down on the South Shore conducting examinations of our train crews, and is well liked by every one with whom he comes in contact. During his rare visits to the office he is greeted with many a friendly smile.

Mr. Guyton started as a clerk in the General Manager's office, passing through the various positions in train service—flagman, conductor, night chief dispatcher, acting trainmaster. On April 10th, 1921, he was appointed Trainmaster at Randolph Street, which position he now holds. He is a wizard on time tables, and his greatest hobby is catching muskies at Star Lake, Wisconsin. Yes, girls, he is married and has a son six years old, Edward, Junior, or Buddie, as his friends call him.

In a recent letter from Ed Williams we note that he is now nicely located with ten young men from Michigan City, in a former Phi Mu Sorority House. Ed is attending Iowa State University, his second year at college, and is taking a course in Political Science, consisting of study of American government, administration of justice, history of United States, and some Spanish—and it would seem he has his hands full. We all know, however, that Ed will master his work, for he is some hustler. He has landed a job as mail man for the University. He says "Hello" to his friends down on the South Shore and would be pleased to hear from them now and then. His address is 217 East Davenport Street, Iowa City, Iowa. Ed is the son of one of the valued old-time employes, and during his vacation period was with the engineering corps and also with the "college crowd" on signal construction.

Fred at San Antonio

Genial Fred Parker, of the Bridge and Building Department, joined the American Legion in their annual convention down at San Antonio, Texas. Fred had been running around like the proverbial chicken getting ready to go to the convention. Talk about nervous brides—they could have nothing on Fred as he prepared for this trip. But Fred surely has the art of self-effacement when it comes to doing good for others, so here's hoping you had the very best trip you ever took.

Did you notice in the September "Pan" how Winsome Elsie, the correspondent, raved about a marriage a month on the South Shore? Well, she did everything but tell on herself for on the 23rd will see this young lady married to Howard Hileman, the son of a former General Shop Foreman. We are all interested in the marriage, for, as Elsie says, it's a family of South Shore-ites. We always think of Harvey Hileman as one of the old timers, and will certainly take a great deal of pleasure in extending to his son and our own charming Elsie heaping measures of good luck and happiness.

Charley Ludden should have a leather medal. He refuses to take a vacation. Wonder is there any reason? I will leave the rest to your imagination.

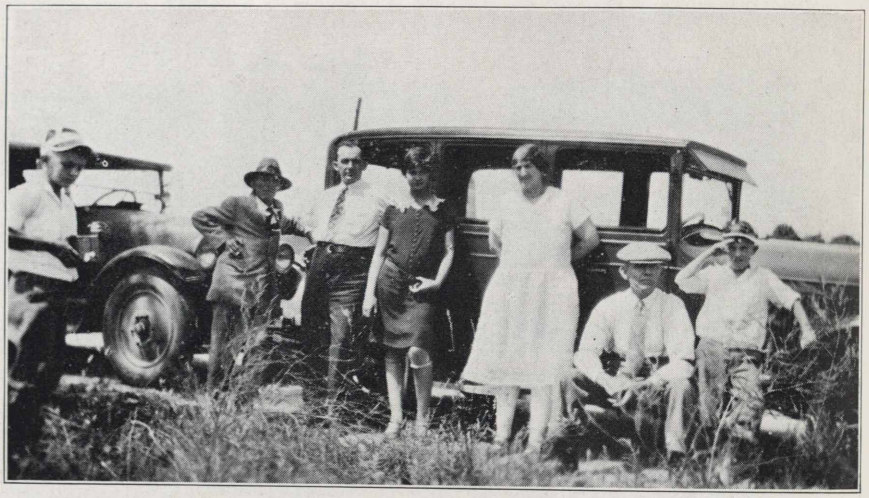
Another Wedding

Another marriage will have occurred by the time to read your Pantagraph. It would afford me much pleasure to give this a write-up, but last time after "wasting" a whole page of paper, we were beseeched by the young lady with tears in her eyes to "please cut it out"—so it's not my fault that she will not appear in my column. The best of luck anyhow, and may nothing ever occur to chase the merry dimples away!

The death of John Krueger, the son of our valued Michigan City ticket agent, cast a gloom over the South Shore family. The young man, in his thirtieth year, passed away quietly in his sleep on the afternoon of Friday, October fifth. He was one of the promising young business men of Michigan City, and was very successful in the Modern Lacquer Shop which he recently opened up. A quiet, unassuming, gentlemanly young man; a devout member of the Trinity Episcopal Church, a past grand master of the Masons, and a member of the Elks Lodge—he made friends easily and retained them.

He was very devoted to his mother and was her constant companion at the many social functions which they attended. We all extend to Mr. Albert J. Krueger and his estimable wife our heartfelt sympathy in the sudden passing of their beloved son.

John En Famille



Here we have Roadmaster John Hubenthal (first time you ever saw John resting) and his interesting family on his 2,185-mile trip up through Canada. Wonder why John looks so tired? His favorite grandson, Billy Johnson, aged ten, looks out from under his sun visor and inquires what it's all about. The young lady in white is Mrs. John Hubenthal—shame to call her Grandma—but there is the proof right next her: June Johnson, fourteen, and her brother, Warren, twelve, standing alongside of the other automobile. You all know good-natured Henry Trushall, he needs no introduction—and the other gentleman is Clarence Johnson, the husband of Mr. Hubenthal's daughter. John has just cause to be proud of his happy family. Ask Charley Ludden, Lloyd Bantz and Al Boller what a wonderful mother Ma Hubenthal was to them during the days they made their home with the Hubenthal family in Gary. Some family, we say.

—M. J. Naughton.

Motormen

Walter Kroedel
Correspondent

One of our motormen has hung out his shingle: "A. Kull, painter and dauber, all work guaranteed not to fade, warp or tarnish. Samples cheerfully given."

Wanted: Strong man to carry water for a brakeman's bath. Apply to Roy Ridenour.

ALONG THE SOUTH SHORE LINE

A package arrived for Motorman O. P. Teets, from Sears & Roebuck. Some say it was a strait-jacket.

Ralph Hauser laid in his winter supply of beef the other evening. Save the hides, Ralph, they are worth something, too.

Otto Bartels said, "Never again. From now on I will find out if the man I sign up with will have to get on the job." (Extra man's groceries.)

R. G. Hauser is the proud possessor of new uppers and lowers. (No, not flats—teeth.)

Signals

W. M. Lloyd
Correspondent

Ye Signal Department Doings

(With apologies to Samuel Pepys)

Up bright and early this A. M. with ye firm resolve to most lustily bang out copy for ye Pantagraph ere ye Ed did hound me, for ye story be now long overdue.

One day not so long gone did I see ye uncle TenVoorde who is representative of ye department in ye village of South Bend. I did inquire about yon town and the good man's health and uncle did confide to me that yon village be great stuff and ye maidens grow fairer each day.

And one other day I did hie me to Gary where I did chat most pleasantly with Sir Ralph Osborn who be the Gary representative and he did show me his motor car of which he do be most proud. For he hath labored most diligently on it, cleaning and giving it many coats of red and yellow paint. Sir Ralph did show me a large and noisy bell which he did plan to mount on the conveyance and I did tell him that with such a color and such a disturber of ye countryside's peace and quiet, surely the town fire-laddies will be greatly jealous. Sir Ralph did enjoy this sally and did agree that verily he is treading on ye fire-laddies' pet playground.

Madison Trip

I did also hear that Messrs. Smith and Bragington did journey to ye village of Madison, in the shire of Wisconsin in ye benzine buggy to cheer ye gridiron warriors of Notre Dame and Wisconsin. They say they did enjoy the sights and the journey muchly but did not say which team they did root mightily for and I do bet a shilling they did cheer for ye team that was ahead, for ye gentlemen are unattached in their collegiate affections. But Dame Rumor hath it that they did stand on the outside looking in on account of great scarcity of ye entrance ducats.

I was just interrupted by ye gentleman who shares ye writing machine and ye desk with me who wished to inquire the denomination of ye large stone church in the middle of Michigan Avenue and Chicago Street in ye neighboring town of Chicago. Truly ye gentleman did have me thinking. Charles did say that he and the younge lady who does accompany him on various and sundry expeditions in ye neighborhood did wonder what church this was for it seemed of ye most early vintage. And then I did think real hard and did also titter. For sooth this is no church. Charles and ye lady friend had viewed ye old Chicago Water Works, which dates back to ye large conflagration of many years agone.

Backward Jalopy

Dame Rumor doth have it that Sir John Kelly of ye Engineering Guild did one day have somewhat of trouble with ye hay burner of ancient vintage. The self-starter not working, Sir John did resort to ye strong arm methods and did grab ye crank and give it a mighty and lusty twist. Ye hay burner did shudder and tremble as though to shake itself to small bits and then did slowly start to run rearward. Sir John then did give a mighty leape to ye running board and did grab ye brake handle and did most viciously rattle ye gear shift rod to stop it. Ye conveyance did not cease and Sir John was most sorely perplexed when ye wag Carl Rothfuchs did emerge from hiding behind ye carriage where he had been towing it backwards. Then ye assembled villagers did give vent to many guffaws and did chide Sir John, who did stammer and blush to the amusement and jollification of those gathered.

Last Sabbath day I did pass by the home of Squire Duclos who was laboring mightily removing the screens from ye piazza and I did inquire why he worked on ye day of rest. And he did tell me that his dame would soon return from her sojourn with her relatives and did tell him to do many labors of repair around ye house and he now strove mightily to accomplish this ere she return that she might not chide him for his laxity.

Chicago Traffic

And one of the boys of ye construction crew did appear late for work ye other day. Squire Baker did chide him, asking why he was late, and the lad did say he had been delayed by a large funeral going down Michigan Avenue, in ye city of Chicago. Ye lad told ye foreman that he was sure it must be a very great lord of ye village for he did seem to have so many friends. Squire Baker then did tell him he was in error, that this was Chicago traffic.

And now to labour that we may accomplish that day what could be put off until the morrow.

Sports

Lloyd Bantz
Correspondent

We beg your pardon for omitting the score of the General Office and Transportation department ball game at the Picnic. The final score was Transportation 3, General Office 14. This should make the General Office the undisputed champs.

For those who have been inquiring about Weber's outboard motor, he purchased one before going on his vacation. He gave it a speed trial down stream at Rhinelander, Wisconsin. He said the only thing that affected it was the propeller striking the large fish in the Kankakee river.

The bowling league should be well under way in the near future. On Monday, October 8th, about nineteen hard hitting huskies reported for trial games. Pete Mitchell, the man with high individual game for 1927-28, was king for a day with the high score of 170. Any employe wishing to enter the league should report to the Palace Recreation Alleys on a Monday to George Gensch, Athletic Director, and he will gladly make arrangements to assign them to a team.

The girls have been unable to organize a league altho three of the former members are now bowling in the Ladies' City League.

Our Exhibit at East Chicago

This is the booth occupied by the South Shore Line and Shore Line Motor Coach companies at the Greater East Chicago-Indiana Harbor Exposition the week of September 17-22 at East Chicago. More than 35,000 visitors were counted in, and a large part of these were given literature at the South Shore Line booth on train service, football programs, Indiana Dunes State Park and other factors of interest about this high-speed electrified service between downtown Chicago and downtown South Bend. Collector F. Ransom was in charge of the booth.

LOCOMOTIVE SQUAD HAS 2 NEW MEMBERS

Another pair of "moguls" for freight service, Baldwin-Westinghouse 80-ton freight locomotives, are going into service within two weeks, according to M. M. Lloyd, our Superintendent of Shops and Equipment.

One of the locomotives was delivered October 11, and the other was to come within three weeks. This will make eight 80-ton engines on the line, and in addition, "Mike and Ike," the two fifty-threes. And still the freight business grows.

ALONG THE SOUTH SHORE LINE

HOME BUREAU ANSWERS QUESTIONS OF ALL KINDS ON HOME OWNERSHIP

By George M. Laurence
Assistant Director, Own Your Own Home Bureau.

DID you ever think of buying a home? Certainly you have. Have you ever wondered what kind you would build, how you would get the money to do it, how you would build, what kind of heat to use, where to build it and a million other things? Most likely you have.

Possibly you only wanted to know some fact about a home you already own. The Bureau will answer it for you. Almost any question with regard to home ownership or homes will find a ready answer.

Here are some real questions that have been asked, together with their answers. They are typical of the wide range which their information covers:

Questions Answered

Q. I have decided to sell my home valued at $8,500.00. It is entirely free of mortgages or incumbrance of any kind. Is it necessary to arrange for a financing plan to make a quick sale, and what is the best method?

A. We suggest that you make no attempt to finance this property until such time as you have a buyer. It may prove more beneficial as you will then be able to finance to meet the approval of the purchaser.

Q. We are about ready to start building our new home and have been advised to insulate it. Can you recommend a good insulating material and tell me approximately what it will cost?

A. By all means we suggest that you insulate your new home. In addition to having a cooler house in the summer, less heat radiation will be required, thereby effecting considerable saving in fuel in the winter. There are a number of very good insulating materials on the market. By referring to our Reference Chart for all insulating materials the Resistance Value and Characteristics as authorized by the U. S. Bureau of Standards or Armour Institute are quoted. We can also furnish you with the cost per square foot installed for any insulating material.

Q. The attic in our home is unfinished. We have ample space to build two large sized bedrooms. What material would you recommend that we use?

A. If your home is not insulated we suggest that you use some type of standard building board that has good insulating value. There are any number of them on the market, such as Masonite, Celotex and Insulite. The material can then be plastered or may be stained or painted without plastering. The big advantage to using this material is the fact that it will keep your house warmer in winter and cooler in the summer.

Q. After months of study and planning we have finally decided to build this English Style house. However, it is our opinion that we would like it better if certain floor plans were changed. What is your opinion of reducing the size of the porch and adding this to the living room? We would be willing to sacrifice part of the kitchen space in order to have a breakfast nook.

A. Changes in the architect's original plans are something that requires careful consideration. You should remember that your original plans required weeks and possibly months of preparation on the part of the architect. In addition the architect's work is the result of years of study and training. Before any changes are made we suggest that you consult some reliable architect and get his advice.

Operating Old-timers

Harry A. Stein, No. 1 on the conductors' seniority list and "boss" of the work train, has been with the Chicago South Shore and South Bend Railroad for more than twenty years.

Mr. Stein came here after 8 years' service with the Lake Shore Electric, on July 1, 1908, the day the first wheel officially turned on the then Chicago Lake Shore and South Bend Railway. On his application blank he was asked what he was doing at present, and his reply was, "Still working."

Since his establishment here, Mr. Stein has served as assistant superintendent and chief dispatcher. In 1910 he asked to be returned to train service, and his request was granted. Whenever you see Mr. Stein around the property he is usually "still working" whether it be early or late, and incidentally still wearing the smile that everybody knows him by.

Reticence on his part prevented the publication of his picture in this issue, but possibly at a later time it will appear.

AUTOMATON WILL DO TRICKS FOR SECTION

(Continued from Page 1, Col. 3)

Coy explains that distance has no effect on the faithful observance of commands by the device. The operator may be in San Francisco and the "Televox" in Cuba, yet the apparatus will operate just as readily as if directed from the same room.

The "Televox" is not a toy or an engineering curiosity, but an electrical slave which was created to meet very definite industrial requirements, such as the control from a distance of the machinery in unattended, automatic electric power sub-stations. Three electrical men are already working 24 hours a day, with no vacation, watching the height of water in three reservoirs in Washington, D. C., reporting by telephone to the war department whenever called upon to do so.

Engineer Wensley, inventor of the "Televox," has had a rapid rise to success in his chosen field of switchboard engineering. An outstanding feature of his life has been self-education. He attended no preparatory school or college whatsoever, so his technical education has been acquired entirely by diligent home study. He now holds a very important position with the Westinghouse Company.

Mr. McCoy, who may conduct the local demonstration, received his education at West Philadelphia High School and Drexel Institute. After finishing his schooling he was actively engaged for some time in experimenting with talking moving pictures, telegraph systems, etc. Since 1922 he has been employed by the Westinghouse Company.

Safety Meetings
November

Freight Station, 1:00 P. M., November 1, South Bend Terminal.
Mechanical Department. 2:30 P. M., November 1, South Bend Terminal.
Signal Dept., 7:30 A. M., November 2, M. C. Shops.
Mechanical Dept., 11:00 A. M., November 2, M. C. Shops.
Bridge and Bldg. Dept., 6:45 A. M., November 2, M. C. Shops.
Freight Station, 1:00 P. M., November 2, Michigan City.
Mechanical Dept., 2:45 P. M., November 2, Gary.
Crossing Flagmen and Gatemen, 6:30 A. M., November 5, Gary.
Trackmen, 7:30 A. M., November 5, Gary.
Electrical Dept., 8:00 A. M., November 5, Gary.
Trackmen (Special Car), 9:00 A. M., November 5, Gary to South Bend.
Crossing Flagmen and Gatemen, 5:30 P. M., November 5, Gary.
Freight Station, 1:00 P. M., November 7, Gary.
Freight Station, 2:00 P. M., November 7, Calumet.
Freight Station, 3:00 P. M., November 7. Hammond.
Freight Station, 6:00 P. M., November 7, Kensington.
Trainmen, 10:00 P. M., November 7, Kensington.
Trainmen, 8 A. M. to 8 P. M., November 9, Randolph St.
Mechanical Dept., 2:00 P. M., November 9. Randolph St.
Central, 1:45 P. M., November 21, General Office.

FOREMAN CONFERENCE TO RESUME MEETINGS

The Foremen's conference resumed its activities for the fall, Wednesday, October 17, 7 P. M., at the Michigan City Terminal.

The Conference is a body of Way and Structure foremen organized for the purpose of exchanging working methods so as the company can receive the utmost of their efforts. This being the first meeting of the year, the first procedure of business was to be the election of officers.

CONCERTS OPENED TO OUR EMPLOYES

A local South Shore agency for the distribution of tickets to the popular concerts of the Chicago Symphony Orchestra this season has been arranged by E. B. Stover, Special Engineer.

The Orchestra will give sixteen popular concerts, on the second and fourth Thursday evenings of each month, in Orchestra Hall, 220 South Michigan avenue, Chicago.

Mr. Stover has asked that all who are interested in this unusual opportunity notify him.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 NOVEMBER, 1928 No. 11

A. E. R. A. PRESENTS TWO EVENTS

SECTION MEETING AND MASQUED BALL FOR ALL EMPLOYES

Everybody Urged to Come to Big Open Meeting on Friday Night, Nov. 30.

Two big events are on the A. E. R. A. calendar this month, both open to all employes—the regular meeting Friday night, November 30, and a big masquerade party Saturday night, November 24, at the Community house in Memorial Park.

The program to be presented at the regular meeting November 30 is so important to every member of the South Shore family, both personally and for the sake of the company, that a special effort is being made to get every one on the payroll to come out. It will be a rousing meeting, and matters presented there will affect the interests of all who work for the South Shore Line, officials say.

Masked Ball

The masquerade party is the first of a series of good times planned by the program committee for the season, and, it is hoped, will bring out the largest social gathering of the South Shore so far. Stunts, dancing, good music, refreshments, favors, square dancing, prizes for costumes, and plenty of fun for all are in the bill.

Arrangements have been made to transport by auto all who come by train from the Nickel Plate crossing to the hall, and back again after the party, which is to last from 8 to 11 P. M. In order that all will come masked, a fine of ten cents has been arranged for those who fail to do so.

A floor committee of judges will decide on the prize winners.

New Stunt

Something new in A. E. R. A. entertainment, community singing with the words of the songs thrown on a screen, will be instituted at this gathering.

This will be a party for all employes and families, and it is going to be worth anybody's time to come. In order to help defray the unusual expense to which the committee is going to make the party good, tickets are being sold at twenty-five cents each, one to a person over twelve years old.

Get your costumes and masks ready —everybody's going to be there!

BETTER BUSINESS CAMPAIGN
Third Period, 1928

Prize winners in the third period of the Better Business Campaign, announced November 19 by E. B. Stover, secretary, were as follows:

A. E. Staschen, collector . Prize trip
E. R. Lewis, accountant . . .
R. G. Hauser, motorman . . . **Pens**
Martin Kiley, motorman . . .
G. A. Rank, cashier . . . . . .

Results of the last period were more gratifying than in those previous this year, according to Mr. Stover, in the increase in special parties obtained. The period ended November 1.

EMPLOYES URGED TO OBTAIN INSURANCE

A drive for the taking out of more company insurance by employes is being carried on the latter part of this month by department heads under the direction of Charles H. Jones, general manager.

"A good proportion of our employes now have this protection, figures in the auditor's office show, but there are many who are still without it," Mr. Jones said in announcing the new campaign.

"There is no better coverage in the world for the employe fortunate enough to be working for a company which offers group insurance protection," Mr. Jones declared. "One dollar a month, which can be taken out of the pay check to save the bother of paying the premium, gives the employe $1,000 of life insurance and $1,000 extra to the beneficiary if the insured dies in an accident. The dismemberment feature of this policy is alone worth the cost to men working for a railroad.

Cites Advantages

"It is important that every employe be acquainted with the value of this opportunity. There are the elements of inexpensiveness—ordinary old line insurance costs around $30 a thousand on the average; no medical examination—a factor which prevents many men from getting individual insurance even when they want it; prompt payment—the company has been making deliveries of the check within 24 hours after receipt of the death certificate; protection for those who are dependent or may become dependent on the

(Continued on Page 2, Column 3)

Man Saved From Death Under Trains Through Quick Act of Flagman

Haney of Hegewisch Pulls Would-Be Passenger Out From Between Cars

Jack Haney, our crossing flagman at Hegewisch, literally lifted a man from death late in the afternoon of October 27th.

Jack Haney

It is to Mr. Haney, who signs his name "J. E.," that one John Zubrycki, of Hegewisch, Ill., owes the fact that he was not ground under the wheels of No. 45, after he had tried to "flip it" at the Hegewisch crossing.

This is the way Mr. Haney put it in his report of the accident:

"I was flagging the crossing for Train 45 to cross when I heard a man call at my back for the conductor on Train 45 to stop. This man (Zubrycki) came up to the crossing as the train was going over. He saw the trap on the rear of the second coach open, and made an attempt to get on. Then he lost his balance and was going under the train, so I grabbed him and got him clear."

Zubrycki fell as Jack caught him and suffered a slight cut on the scalp, otherwise he was not injured. According to witnesses, the affair happened in a flash, and it was only the quick and able action of Haney that saved the man from death under the wheels.

Mr. Haney's prompt action in this sudden crisis has brought praise and appreciation from many quarters on the line.

ANNUAL PHYSICAL EXAM IS FINISHED

The second annual physical examination of South Shore employes was completed November 1 by Dr. A. E. Doe, of Chief Surgeon Fisher's staff in Chciago. Four hundred and twenty men were inspected.

The examination is made every year to determine the standard of health of employes, and to correct any defects that may be discovered. W. W. Clemmons, safety engineer, supervises the preparation of those examined.

Michigan City Freight

This is the Michigan City Freight crowd, known far and wide along the line as a bunch of hustlers. Left to right: T. Cassidy, foreman; J. C. Rose, cashier; C. J. Will, trucker; Mildred Richter, chief clerk; and C. L. Rose, agent. Walter Weber, yard clerk, is missing from the picture.

SKI MEET AT OGDEN DUNES ON JAN. 20

Preparations for the big annual ski meet at Ogden Dunes, Wickliffe station on the South Shore Line, have been begun with January 20 set as the tentative date subject to the approval of the National Ski association.

This year's tourney at Ogden Dunes will be one of the largest and most impressive in North America, officials of the ski club say. Famous riders from the United States, Canada and Norway are being notified of the event. Since it is the largest of its kind in the country, it is likely that records will be broken, and the world's amateur record of 212 feet, made by Nels Nelson at Revelstoke, B. C., in 1925, may be threatened.

FOREMEN ELECT NEW OFFICERS FOR YEAR

By Lloyd Bantz

The Foreman's Conference held their first fall meeting October 31, 1928, at the Michigan City Terminal Building.

The election of officers for the ensuing year was held and the following were elected and installed: F. F. Corcoran, Foreman Hammond Section, president; Joe Salvato, extra gang foreman, vice-president; Elmer Will, Timekeeper, secretary.

A delegation from the North Shore was invited to attend the next monthly meeting on November 21, 1928.

RATE IN EFFECT FOR THE LIVESTOCK SHOW

Chicago will present during the first week of December its International Livestock Exposition, the biggest show of its kind on earth, at the Union Stockyards, in themselves the "eighth wonder of the world."

The cream of the livestock world will be on display there, with educational farming displays, the Boys' and Girls' Club Congress, auctions of the world's choicest bullocks, an elaborate corn-borer exhibit, judging contests, and the famous feature, "Evening Horse Show."

For this great event, of interest to hundreds of people in this territory, the South Shore Line will offer a special rate of fare and one-half from stations where there are ticket agents east of and including Tremont.

BOILERMAKERS RIDE SOUTH SHORE LINE

Two South Shore Line special trains left Michigan City, October 23, carrying 300 students of the mechanical, civil, and electrical engineering classes of Purdue University, on their annual inspection trip through Gary, the Calumet District, and Chicago.

The Purdue inspection trip is an annual affair, and for the second time the South Shore Line was chosen as the transportation medium through this territory.

MOTORMAN SHEPHERD IS TAKEN BY DEATH

Wilbert C. Shepherd, for the past twelve years a motorman on the South Shore Line, died Monday at St. Anthony hospital, Michigan City, after an illness of less than a month. He was 56 years old.

Mr. Shepherd's death ended a life given almost wholly to railroad service. He began with the Ohio Electric in 1900. After eight years there, he left to spend three years in the store business. But the summons of the railroad came to call him back into service, and in May, 1911, he joined the personnel of the South Shore. Here, with few intervals, he has remained, and the years of his duty on the line have brought him many friends, who heard with sorrow of his death.

Mr. Shepherd's home was at 103 Williams street, Michigan City. He is survived by his widow and two grown children, Goldie and Emery. Burial was at Hamilton, Ohio.

SOUTH SHORE HAS BASKETBALL TEAM

By Lloyd Bantz
Sports Correspondent

The South Shore Line has entered a basket ball team in the Michigan City Industrial league. This team will play under the colors of the Company and will be known as the South Shore Line team.

The uniforms will be maroon trunks with orange stripe and orange jersey with maroon stripe. They will also bear the South Shore Line standard emblem.

The registered players are: John Sack, Joe Connelly, Captain, Kenneth Kimmel, Bernard Russell, James Halley, Charles Ludden, Ray Glassman, Harold Flory, John Fraley and Lloyd Bantz, team manager.

This team will play against other industrial teams at the Michigan City Y. M. C. A. We believe them to be good and want as many as possible to come out and give them support. The dates for the games will be announced later, so let's watch for 'em and help the boys along. Let's keep the South Shore Line on top.

EMPLOYES URGED TO OBTAIN INSURANCE

(Continued from Page 1, Column 2)

employe against the possibility of the loss of his earning power.

"Group insurance is offered by the company solely in the interests of the employes. It is solely to the advantage of the employe to procure it.

"No one likes to think about the possibility of death or dismemberment, but failure or refusal to think about such things will not prevent them. And with one of these policies put away in your strong box, there is considerable satisfaction in knowing that if the unlooked-for does happen, you have provided some protection for those dependent on you."

TEST PROGRAM OVER STATION WENR BRINGS 6,682 WIRES, 1,400 LETTERS

(Reprinted from Utility Investors News)

A STRIKING demonstration of the appreciation of radio listeners for high-class programs broadcast with power high enough to cut through any static conditions has recently been received by Station WENR, the Great Lakes Broadcasting Company's 50,000-watt station in Chicago.

Two test programs, broadcast from midnight to 3 o'clock A. M. on successive Sunday mornings, the full power of the station being used by special permission of the Federal Radio Commission, brought 6,682 telegrams and more than 1400 letters of appreciation and congratulation. Every state in the union, eight provinces of Canada, and even far-off Alaska, Cuba and Hawaii, were represented in the flood of messages to WENR.

Asked to Wire

The station announcer, at the opening of the program, asked members of the invisible audience who lived more than 200 miles from Chicago to telegraph, collect, their reaction to the high-power broadcast. It was expected that unusual results would be achieved within a circle of about 1,000 miles radius, but no such response as was received had even been hoped for.

Responses from Canada were 429, representing an even 100 cities or towns. The relatively nearby province of Ontario led with 222 messages from 62 cities, but there were also 6 messages from 3 cities in British Columbia, on the Pacific coast, 12 from 1 city in New Brunswick and 14 from 3 cities in Nova Scotia, both these provinces being on the Atlantic. Alberta sent 7 wires from 3 cities, Manitoba 50 from 5 cities, Quebec 86 from 8 cities, and Saskatchewan 32 telegrams from 15 cities.

First Broadcast

Station WENR, "The Voice of Service," is the outgrowth of seven years experimenting with radio which was inaugurated by a few enthusiasts in the Commonwealth Edison Company, Chicago's great electricity-supply company. They induced Mary Garden to speak into a transmitter in Chicago, virtually marking the beginning of broadcasting in the Middle West. This really portentous event received no more than a scant half column of space in any Chicago newspaper. Today each of them devotes the best part of a page daily to radio matters.

Years ago the Great Lakes Broadcasting Company was organized by the Commonwealth Edison Company, The Peoples Gas Light and Coke Company, the Public Service Company of Northern Illinois, the Chicago North Shore and Milwaukee Railroad Company, the Middle West Utilities Company and the Midland Utilities Company.

Large Facilities

Plans were immediately made for a broadcasting station of 50,000 watts power, which would be able to give the radio public exactly the sort of reception given in the recent test programs. These plans have culminated successfully in a great station located on a forty-acre farm near Downers Grove, Illinois, while the studio and executive offices occupy the entire twenty-third floor of the new Straus Buildings on Michigan Avenue, Chicago.

The station is one of the five largest in the United States, being the only station of its size west of Pittsburgh. All of its equipment is the most efficient and modern known to the radio industry. The great broadcasting towers are 300 feet high and 700 feet apart and are visible for miles around. The station operated on a wave length of 288.3 meters, or a frequency of 1040 kilocycles.

Its hours on the air are from 9 o'clock in the morning until midnight, except on Saturday and Sunday. On Saturday nights it continues until 3 o'clock Sunday morning, and on Sunday its time is split into four sections, 10:55 A. M. to 12:30 P. M., 4 to 5 P. M., 6 to 7 P. M., and 8:30 to 11 P. M.

OUTING BUREAU HAS MANY OCTOBER CALLS

In October more than 20,000 requests were handled at the Outing and Recreation Bureau in Chicago and 68,000 pieces of literature were distributed.

The Own Your Own Home Bureau, with headquarters at the same location, 72 West Adams St., also recorded a prosperous month. Some 230 home-seekers obtained valuable data regarding their own personal problems of home ownership in interviews with members of the Home Bureau staff.

With the summer's warm weather activities at an end, Metropolitan Chicago is turning its attention toward fall sports and brisk weather outings, according to the thousands of information queries at the Bureau, during the month of October.

Once again football is king in the Lower Lake Michigan Region and enthusiasts in the different sections seem to direct their Saturday footsteps to one or another of the "big games" played in their territory.

Barring the few rainy days, the weather has been ideal for hiking, too, and hundreds of ramblers have sought hiking information at the Bureau, where trails are mapped out.

TEN CARS ORDERED; TEN ARE DUE SOON

An order for ten more steel passenger cars, five motors and five trailers, has been placed with the Standard Steel Car company of Hammond by the South Shore Line.

Ten motor cars are under construction by the same concern now, to be delivered toward the end of the year. The new order brings the total of cars to be put in service during the next half year to twenty.

Specifications of both orders call for little change in the latest model of South Shore Line car. Individual easy seats of the so-called "bucket" type, Pullman smoking compartments, wide aisles, large windows, "turtle-back" roof with the raised ventilators, and spacious vestibules with low-descending steps, are the important features.

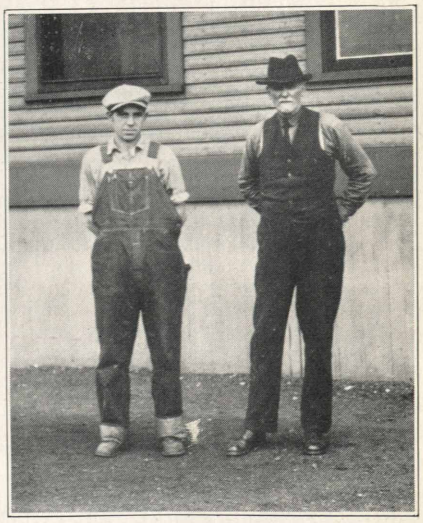
Will Make 50 Cars

"Installation of the twenty new cars on our line will give us 50 steel motor cars, and 15 steel trailers, identical with the motor cars so far as passenger comfort is concerned," Charles H. Jones, general manager of the South Shore Line, said in commenting on the proposed equipment increase.

"When this railroad was taken over by the present management three years ago, there was not an all-steel passenger car on the property. In the extensive rehabilitation program of the new company the replacement of wooden cars with those of all steel construction was one of the first projects, along with the re-electrification plan.

"Progress has been made in the design of these steel cars as well," Mr. Jones said.

East Chicago Freight



East Chicago Freight: these two men carry the office load for the Freight Department in this heart of the Calumet District. They are E. I. Matthews, agent, and Roscoe Alyea, Mr. Matthews' assistant. More power to East Chicago!

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

VOL. II NOVEMBER, 1928 No. 11

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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A Good Record

Figures presented by the retiring officers of Company Section No. 15, A. E. R. A., for the past section year point to a healthy activity in the affairs of the body.

Approximately 4,100 attendants at company section meetings during the year were counted in, including the picnic and the Christmas party, T. G. Hamilton, retiring president, points out. This is an average of more than 370 persons to a meeting.

A new stretch lies ahead of the South Shore Line unit. New and different programs are being planned, interspersed with special affairs and parties that are to be made noteworthy and interesting to the last detail. Always a splendid means of getting the family together in friendly assembly, the company section this year promises still more. Education is to be the keynote of this year's work. Outside speakers and entertainers, well worth the time of any one to hear and see, will be featured as a regular thing.

While many of the meetings, particularly those of a purely social nature, will be open to all employes, the advantages of membership remain. To those who hold membership cards all affairs of the A. E. R. A. are open; all receive AERA, the interesting monthly magazine which carries news of the industry and of our own section's doings as well. Perhaps most significant of all, employes who join the company section have thereby put themselves on record as "company-minded," interested in the industry as a whole and in the Company's part in it, helping to cultivate the spirit of co-operation within the Company without which no concern, particularly no railroad, can succeed.

For Every Employe

"Insurance for every employe" is the slogan of a new drive being carried on by department heads under the direction of Charles H. Jones, general manager, to bring home to the South Shore family the importance of having the protection afforded by the company's group policy.

Within the past month two instances of the value of employe insurance have appeared on the line. In each case, checks for the full amount were in the hands of the beneficiaries within a few hours after receipt of death certificate.

The company group policy with the Aetna Life Insurance Company provides for $1,000 life insurance, and an additional $1,000 accidental death or dismemberment protection. In the event the insured dies in an accident, the double benefit of $2,000 is paid. So inexpensive is this insurance, $1.00 a month deductible from the pay if the insured wishes it, so complete in its protection and so promptly paid, that none can afford to be without it, no matter what his private resources may be.

On another page of this issue is a coupon, to be filled in, cut out and mailed to the auditor. If there is any question about the details of the policy, ask for your department head. In the meantime, however, send in the coupon—here is an opportunity to create an estate of $1,000 or $2,000 at the astonishingly low cost of a dollar a month. It would take you more than 25 years to save as much at the same rate.

Pride

I am proud of our Company! I am glad to be numbered among its seven hundred employes. I know that wherever the Company is represented, in the offices, in the cars, or in the field—there will be found one of my fellow employes doing his or her best to make this a pleasanter world to live in. In the offices, in the stations, in the cars, in every place connected with the Company you will find the employes ready to serve with a smile not only our patrons, but their fellow-employes.

And, moreover, I am sure that I am not the only employe to feel proud when I see the words "SOUTH SHORE LINE" emblazoned against the night, for I know that I am only one of hundreds, and that the others like myself will do all in their power to further its progress.

—M. J. NAUGHTON.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

BUTTERFLIES AND BLOSSOMS ALL ALONG THE WAY!

I've been planning and a scheming,
—And I ain't gonna go alone—
To take a railroad trip some day,
To the balmy Tropic Zone.
There will be a lassie with me,
With eyes of brown or blue;
And tresses, ah, just let me think,
I'm not so sure the hue.
The train we'll take, I can't just tell
Until she names the day,
But there'll be "Butterflies and Blossoms
All Along The Way."

I once thought that single harness
Was the only way to go,
I've sorta changed my notion,
For I find it rather slow.
So I've rigged me up an outfit
All smart, and nice and new,
And as I scan it over
I find there's room for two.
The time we'll start, I can't just tell
Until she names the day,
But there'll be "Butterflies and Blossoms
All Along The Way."

Now her name you must not ask me,
It might be Nance or Sue,
And her eyes might not exactly
Be shaded brown or blue,
For the love-light that is in them
Oft' makes them hazel gray,
But Honey, you're the girl for me,
If you'll just name the day.
And on this road to Heaven,
(Heaven ain't a place they say)
There'll be "Butterflies and Blossoms
All Along The Way."

—Eva Duncan Griffith.

! ! !

When a plumber makes a mistake, he charges twice for it. When a lawyer makes a mistake, it is just what he wanted, because he has a chance to try the case all over again. When a carpenter makes a mistake, it is just what he expected. When a doctor makes a mistake, he buries it. When a judge makes a mistake, it becomes the law of the land. When a preacher makes a mistake, nobody knows the difference. But when the editor makes a mistake—good night!

! ! !

IN MEMORY OF HENRY CAR FINKER.

Here lies the body of careless Hank,
Who lost regard for a leaky tank,
"Keep lights and fires away,"
That's what the placards say
He struck a match, and
Let us pray.

—Ytefas.

! ! !

WHILE DRIVING

Why do the
Funny men make rhymes
About the poor folks
Who fail to stop
At railroad crossings
When anybody
Can see they are
Not to blame
For this is a free country
And a man can go
Where he wants
Can't he
They oughta make
The trains stop
And let the free citizens
By
Or make the railroads
Build bridges
I ain't gonna stop
At no more crossings
Here's one now
Watch me g— (***!!)**

! ! !

November. After all, why not be a little thankful on the 29th? They're still running trains on this railroad, aren't they? Once in a while you see a passenger aboard, and a freight car in motion, don't you? Well, then—

Ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

Betty Gay and Florentine Luchtman, the enterprising Elliott-Fisher twins of the Freight Accounting Department, recently attended the Business Exposition at the Stevens Hotel in Chicago and got all the latest dope on office appliances.

Mr. and Mrs. Wayne Archerd have left Michigan City to reside in Chicago where Mr. Archerd has accepted a position, which means that Mrs. Archerd resigned as comptometer operator in this department. Before leaving the girls presented her with a leather purse as a small remembrance of the old South Shore.

Miss Anna Bothroyd, a comptometer operator from the Pullman Company, is now employed in Mrs. Archerd's place.

Passenger Loses Two

Florence Hartwig and Hazel Mell have left the Passenger Accounting Department, and Frances Kosier is now employed in that department.

Mary Phillips entertained her bridge club on October 24 and every one reports a delightful time. First prize was won by Martha Rawlings, who presented it to Eunice Archerd as a farewell from the club. Low prize was won by Dorothy Bingamon. On November 7 Hazel Mell entertained the club at her home and prizes were won by Martha Rawlings and Irene Dailey. Of course, the girls all played bridge very industriously and enjoyed themselves immensely.

Laura Stephenson entertained her bridge club on November 7 at her home on Main Street, and needless to say, everyone enjoyed the usual good time. Prizes were won by Margarethe Coupland and Dorothy Sprencel.

On October 17th Margarethe Coupland entertained with a miscellaneous shower in honor of Evelyn Kieper. Bridge was played at three tables and prizes were won by Loretta Lloyd and Mabel Farber. The tables were very cleverly decorated with small corsages and brides, and Evvy received some very beautiful gifts.

Inventory time has come and the Inventory Department is now in operation. Misses Florence Finske, Helen Miller and Margaret Coupland, under the direction of Lloyd Bantz, are busy getting everything in readiness for the annual inventory.

Winter Sports

Winter sports are now in full swing and every Monday night sees the bowlers hard at work. The office teams are sure they'll win against these other departments, and we're rooting for them. The Accounting Department is well represented with Utley, Gensch, Connell, Flory, Harbaugh, Lewis, Rank, Moltz, Bernethy and Fraley among those ready to do battle for their respective teams.

And we're also hearing rumors of a basket ball team. And why not? We have plenty of material for a real team with John Sack, Ray Glassman, Bernard Russell, Harold Flory, Joe Connelly, Jim Haller, Charles Ludden, Kenneth Kimmel and others to start with. How about a girls' team, too? What do you say, girls? Let's have as good a team as the fellows.

Louis Zorn is the new man in the Pay Roll department. Mr. Zorn is taking the place vacated by Alphonse Timm, who is now in the Passenger Accounting Department.

Are the weddings over now? How about a surprise for December? We haven't doped out yet just who it might be but there are several eligible couples. On November 1st Evelyn Kieper of the Advertising Department was married to Russell Kill at the Christian Church in Michigan City. And who can say that Evvy wasn't a lovely bride? Evvy and Russell took a short trip and are now at home in their cozy little apartment on Michigan and Vail Streets, right next to the South Shore Line.

Our editor wants to know if we want the PANTAGRAPH. Do we, well I'll say we do. For the Accounting Department I say emphatically "yes." My observations has been that a great deal of interest is displayed in reading the news articles and "personals." I believe the employes want it. Let's show the others we do by doing our part in supporting the paper with contributions of interest to others, either news, jokes, interesting bits of information or snapshots. Let's continue the PANTAGRAPH.

Judson Titsworth, who has been associated with the Accounting Department since June, 1925, in various capacities leading to his present position as chief accountant, has resigned, effective December 1, to accept a position in Chicago. Mr. Titsworth's successor will be announced in the December PANTAGRAPH.

Mr. Titsworth's friends, who are spread about all departments of this railroad, will be sorry to hear of his leaving. We wish him all success in the new field, and hope he will return now and then to shake hands and say "Howdy" for old times' sake.

Watch on the Rind

This happy group of eleven shopmen made their Sunday work more enjoyable by indulging in a watermelon feast at the noon hour. I don't believe any colored boys could have enjoyed this feast more than this group. Who are they? Most of you know, but we will give the names for those who are unable to identify a few, especially those hidden back of the "Rhine."

Sitting: R. Fredenberg, W. Bohnstadt, H. Krueger, B. Kabacinski, F. Silakowski, and H. Washluski.

Standing: Floyd Fry, Art Hegelmayer, Wm. Fisher, O. Diedrich and W. F. Coonrod.

—ART TEWS.

Oyez! Oyez!

This is a call for male singers of the species "quartette." Confidentially, there is talk of a South Shore Line quartet being formed to carry good will and good music abroad in the land.

Several applications have been received so far, but in order to guarantee the Company the best product available, places will be held open for a while. Voices will be selected on a strictly competitive basis, involving experience, quality, skill at entertaining and the like.

If you are a singer, and want to join an organization that will do considerable traveling, sing in high places and become popular throughout the company, this is your chance. Call the PANTAGRAPH office!

Brakemen

A. L. Mercier
Correspondent

Brakeman Curtis said he has the opportunity of having seen the meanest man in the world; the boys were hunting and Skinny Martin shot a poor, innocent duck which was wounded, walking along the shore. Now Skinny is going to tell one. It is said that Curtis and Lloyd Iseminger are the two greatest hunters on the South Shore. Lloyd's dad has a farm out at Westville which has a very fine pond for hunting ducks. The boys were in a hunting spirit and borrowed three live ducks to use for a decoy. After placing the ducks in the pond, Curtis got a bit tired and suggested a little nap in a hay stack a short distance away from the pond. After both fell asleep Curtis got to dreaming about the war days and heard three shots which woke them up to find that a few more hunters shot their live decoys. This is actually a true story. Lloyd said tne way Curtis snores he thought the enemy was sending over a barrage.

Ludders' New Car

Since Oscar Ludders bought his new Paige he keeps it locked up tight so Motorman Precious cannot fill it full of brick-bats and old clothes.

"Stormy" Hack announces he will compete in the Ski Meet at Ogden Dunes in January. He will practice in the same place as last year; at the west slope of the Hammond freight station. Stormy intends to carry away the honors of this season.

Brakeman Killingbeck was complaining of a minor illness. Dr. John Sanovic took care of Frank.

Inspector McCarthy's wife had a minor operation on her left ear and is doing very nicely.

Hard Cigarets

Conductor Platt is getting very liberal with his cigarets. He was giving them to the boys at the South Bend terminal. Knute said, "One puff, and Bang!"

Conductor Iseminger is going in the scrap

ALONG THE SOUTH SHORE LINE

The Three Graces of the Passenger End

When the Purdue boys came over from the Monon to ride our line October 23, these three jovial gents were on hand to marshal the trains around the Michigan City freight spur. Need we name them? Left to right; Merle Anton, trainmaster, D. E. Ferner, superintendent of passenger service, and R. E. Jamieson, district passenger agent. Naturally the Purdue move was a success.

iron business. Kroedel started him out with 1,000 pounds of old brake shoes in the back end of his auto. Russell hauled them around for three days.

Conductor (Oswald) Frankie Fields has bought himself a brand new Chevrolet car (1916 model) for $50.00. Look out, girls, four wheels and no brakes. He is planning on a trip back to Wampus Cat Hollow somewhere in Wisconsin.

Conductors

Louis Kriesel
Correspondent

Collector Curtis says the election isn't over yet. He says the Democrats are going to hold their election next week.

Conductor Marvinske says the election was too bad. But it's all over now, and we will do better next time.

Conductor Bybee is wearing a new Conductor's cap. He says the old one had too much draft.

Collector Diminick has a new arrival at his house and he forgot to let the boys in on his secret. That's not fair, Harold.

The conductors have a new "golden voiced" dispatcher. His name is Claude Whalen.

Winter surely must be here because conductor "Spot" Weir has been seen wearing his "bear-hide" coat. The one he captured out by Hog Lake. Atta boy, Spot!

While Conductor Mercier was out hunting the other day he shot at a rabbit and killed a sparrow. He says, "Not so bad for a beginner."

Collector Kroening says they ought to furnish the Collectors with speedometers so they could tell how fast and far they travel a day.

Collector Moore has decided that there is no place like Michigan City to live in. So he is moving back. He says he cannot understand the language they use in Gary. Why not take a trip to Europe, Red, and learn it?

Conductors also have a hobby, and here they are!

Harry Stein—Hard work.
C. A. Lamba—An evening walk.
Hugh Sutton—Music.
Jap Landis—Baseball.
Pat McCurdy—Staying single.
J. M. Ritchie—Higher education.
J. W. Mark—Radios.
Geo. Dabbert—Freight trains.
C. F. Vincent—To live in Eastport.
R. J. Taylor—Automobile racing.
Carl Miller—Traveling to Hegewisch.
H. Bybee—Race horses.
L. Kriesel—?
E. A. Hall—Farming.
Carl Gehweiler—Fishing.
W. J. Hedstrom—Salesmanship.
J. A. Hanson—Freight runs.
John Guyer—To live in Hammond.
Roy Falk—Well groomed.
A. C. Kubsch—Very democratic.
Ted Jaroch—Sleeping.
Harry Osborn—Law.
Frank Weir—Hunting.
W. A. Schrum—Driving a Hupp.
C. P. Kinney—Day runs.
Robert Reppert—Election campaign.
Roy Erickson—Living in Calumet City.
J. L. Faulknor—Golf.
O. G. Ludders—Driving a Graham Paige.
R. M. Clouston—Living in Blue Island.
F. C. Begeman—Radio.
Frank Fields—Coloring his mustache.
R. C. Iseminger—Well groomed.
Otto Bartels—Vacations.
J. F. Harris—Radio.
Hal Farquhar—The Navy.
E. J. McNamara—To make every day.
F. E. Eddy—Hunting.
C. Derrico—Attending conventions.
C. E. Platt—Singing.
C. Whalen—Become a dispatcher.
A. Mercier—To keep from getting shortages.
W. Cottingham—Radio.
J. Wilson—To live in Gary.
L. J. Andro—Deadheading.

Al Kull says never again. The next time he makes a trip to Culver, Indiana, he is going to wear an asbestos suit and carry plenty of fire insurance.

Bob Reppert and Brakeman Whalen went on a duck hunting trip and from all reports, they must have had a hard job of it. They shot four boxes of shells and got two ducks. Bob says he used to row a boat in the Navy before he came to the South Shore, but Brakeman Whalen doesn't agree with him after Bob rowed out after those two ducks. He splashed so much water over Whalen that he wished he had brought his rain coat along. Furthermore, Whalen had to bail out the boat to keep it from sinking.

No More Speeches

"Doc" Thayer is glad the election is over. He says he can tune in now and get something beside political speeches.

Conductor Hedstrom says it doesn't pay to be big and stout because then you can't buy a uniform from the New York Loan—small sizes only.

"Tunk" Hill still claims that Al Smith won the election.

Conductor Andro is going to let his whiskers grow until Christmas, so he can take the place of Santa Claus.

Collector Ross has been off hunting—frogs and derails.

R. J. Taylor, "the old grey-haired conductor," admitted that his watch was three seconds fast last week.

"Skinny" Martin and Curtis were hunting the other day. Curtis claims Skinny shot at a lame duck twice before he laid him out.

Chicago Terminal

Merle D. Anton
Correspondent

J. L. Stratton, Chief Clerk to Superintendent of Passenger Service had a very pleasant time while vacationing in Missouri. He failed to bring back any Missouri meerschaums.

Miss Grott from the General Office acted in Mr. Stratton's stead while he was away.

Mr. D. E. Ferner attended the A. E. R. A. Convention at Cleveland. He reports a strenuous week attending the school there.

Congratulations, Mr Morrison.

If No. 24 had not derailed a pair of trucks at Gary the evening of October 30th, four good operating men would have been seen at the banquet table. I'm sorry.

The new fast schedule has not decreased the on-time per cent of the passenger trains.

At this writing we decline to make any comments on the standing of the bowling team from the Transportation Department.

Electrical Department

Charles Ludden
Correspondent

Another month, and still the scarcity of news continues. Come on boys, do something unusual—anything—but let's give him so much news for next month that he will not have room for it all!

What news I have been able to collect is as follows:

"Heavy" Rach paid a visit to his friend and former fellow employee, Bill Peak, a few days ago. The party must have been a huge success because it took Heavy two or three days to recover sufficiently to come back to work.

Speaking of parties, we have it on good authority that another one owes its success largely to the efforts of Earl Melton. We haven't found out definitely whether the dance

ALONG THE SOUTH SHORE LINE

he did was the Varsity Drag or the Dance of the Seven Veils. Anyway, for a usually quiet and unassuming young man he did right well and was the life of the party.

Beans Fail

After a long summer of hard work Hank Thornsen reports a complete failure of his crop of Mexican jumping beans. However, being an enterprising young bachelor, he has since gone into the fish business as a side line. He says he has quite a sale for his new kind of imported French fish. For particulars inquire of his publicity agent, Charlie Lambka.

Lew Howard, our sportsman, recently took a day off to go hunting. He reported the success of the expedition as follows:

"As I wandered through the fields
My mind was full of thot,
But climbing through the barb-wire fence
My pants got caught."

Bill Haas is thinking seriously of trading in his present pile of junk for another one—pardon me, I mean a new Henry.

Since Pete Mitchell has lost the rest of his teeth we hear that he has developed several new recipes for soup—and—er—other liquid diets.

Telephone Department

Irene, our senior operator, did not work long at her regular job after her marriage but has taken the extra work or the position as relief operator instead. Her hubby, who lives in Hammond, objected to her living three-quarters of her time in Michigan City. He says he never did believe in companionate marriage.

No news about "Tiewire." The operators say he has not been doing a thing but talk.

Florence, the former relief operator, has now become one of the regulars, due to Irene's change. She says the work is fine for her pocket book, but working evenings is not so convenient for a certain boy friend.

That's all there is, there ain't no more.

Shops

A. C. Tews
Correspondent

Several employes of the Mechanical Department have enrolled for the Purdue University extension course of "Industrial Mathematics" and "Elements of Direct Current Electricity" which are being taught at the evening classes of the Michigan City public schools. They are Walter Schlundt, Earl Atkins, Carl Dittmer and Estle Lerch. (Any others wishing to avail themselves of this opportunity can do so by notifying the correspondent.)

J. W. Strawser, Chief Inspector, and Owen Hurley, Inspector Helper at the Gary Terminal, are very close friends as we note they have departed for their annual vacations together. They will hunt and trap the greater part of this time. Here's wishing them success!

Honeymooning?

It sure looks as if Earl Atkins will not be single long. He has already placed the ring on the finger, and now he is talking about his honeymoon. He is planning to go to Seattle, Wash., for his grand and glorious trip. Well, kid, we wish you the best of luck and many of them.

It looks queer for Walter Schlundt. He is calling Fred Meer "Uncle." I wonder if Walt could explain this for us.

Carl Dittmer is getting to be a real hunter. The other day Carl and his brother were at Hudson Lake and got 30 coots, and the next day, his brother caught a goose. Carl says, "It won't be long 'till I'll have enough duck to supply my brother-in-law and myself." Hope you do, Carl, I think he can use them.

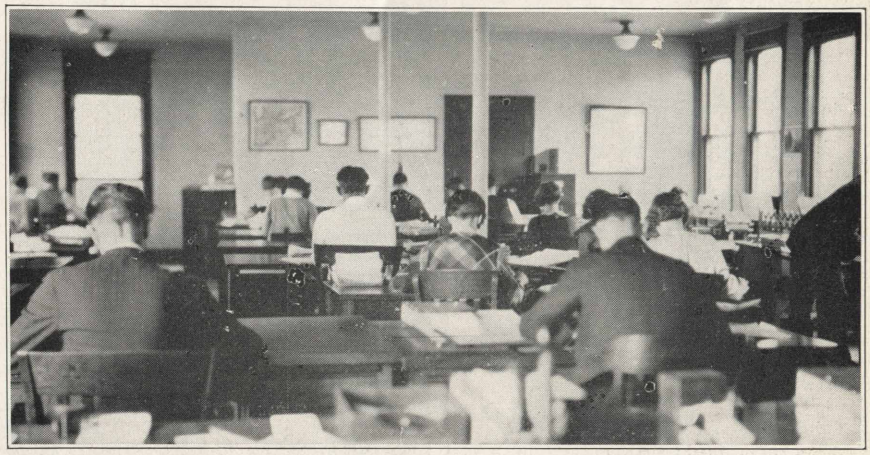
There are two boys around the shop who, when someone yells "Ducks," certainly move (?).

Now that the hunting season is in full swing, we notice that three young men went to Gary Saturday night, November 3rd, some say for ammunition, but you can never tell.

At last, at last, Shorty Phelan got the Oakland going. Shorty says he is going to drive over to Union Mills and then tie her up for the winter.

Frank Silakowski, better known as "Cicero," or "Little Italy," has been thinking of buying a Reo Flying Cloud. Frank says that he won't be so apt to damage any Northern Indiana city cars in the "flying cloud."

Rear View of Accounting Department



The Accounting Department shows how industrious it is. Looking south in the main room. Backs are turned on the camera by request, according to E. B. Stover, photographer.

Harold Teen is working over in the Shops. Who is he? Why, surely you all know our good looking switchman, Otis Stafford. Oh yes, Otis is buying an aeroplane. He's gonna fly an' fly an' fly.

Cool Feet

J. W. Chalk says, I s'pose my feet won't be warm again before Decoration day. Darn winter weather, anyway.

H. Krueger of the brake inspectors' firm of "Ole and Ole," came to work the other day with a somewhat discolored optic. "Ole" says the wind blew the door open and "smacked" him, but all we believe is the "smacked" part.

J. Wheatbrook passed his 71st brithday last month. John still has as much pep and "will to work" as tho' it were changed to 17 instead of 71.

Our hopes are shattered! You know we were all looking to the big event of the season, the double wedding of Benny and Marvin. But the brother-in-law business is all off. One of them voted "Socialist," and the other "Prohibition," and that ended it. It might well be said that two love nests have been completely ruined by the demon politics.

E. Lerch is just about ready to move into his new home. Now don't forget, boys, we all go over and make the boy put on a real party when he gets settled.

Bothered by Ladies

It seems that Bill Fischer and W. Bohnstadt simply can't dodge the girls. Oh they are just bothered to death! In fact, they're bothered all day long.

Mr. Claude Smith is back with us again after spending four days in Indianapolis and Crawfordsville. Claude said he had nice roads and did not exceed the speed limits.

Mike Kahn is relieving John Strawser, who is up north hunting deer and bear.

Emile Smith is back again after undergoing a serious operation.

Wallace Bohnstadt was walking around with a scar on his head. He said he bumped it on the bed post. But we know better.

William Knoll had a Star coupe and while maneuvering around his top caved in. He bought another Star. We all advise you to buy a Moon next time, Bill.

Benny has gone into the movie business. He is going to take John Gilbert's place. He has started to raise a moustache.

Signals

W. M. Lloyd
Correspondent

B. L. Smith believes in being first with the latest and swears by General Motors products. He is the proud possessor of a 1929 Buick Sedan. We don't blame B. L. for being proud for it is some gas buggy.

One day recently when in Gary we asked Ralph Osborn about his health and he told us he thought he had sunk his floating rib. We asked Ralph what he was doing for the sunken member and he said the doctor had given him three sizes of pills, each one larger than the preceding size. We suggested that corks might also do the trick if any means of attaching could be found. But, laying all joking aside, Ralph is recovering at latest reports and should be 100 per cent in a short while.

Foreman Baker has left us and his place has been taken by John Chrisman, who hails from Kensington.

Night School

The desire for knowledge has overtaken the maintainers and should you glance through the door of room 211 at the Michigan City High School on Monday evenings you would see Uncle TenVoorde, Earl Bragington, Ralph Osborn, R. W. Duclos, and W. J. Talbott all scratching their heads and chewing their pencils in the Electrical class. I almost forgot to mention the correspondent is also a member and B. L., our Supervisor, has gone in for Mathematics on Wednesday nights.

Last month was a busy month in the Signal Department. The new signals for the extended Virginia Street Siding were put in service. This was quite a job, as it called for the moving of four signals and the installation of three new ones. A pipe-connected derail has been installed at the Chicago & Western Indiana Interchange at Hegewisch, and signal work in connection with the new freight passing track at Buchanan Street was completed the early part of November. The construction crews piloted by Jack Meisel and John Chrisman are at present hard at it moving the passing track signals from the Shops to Davis and from Warren to Kaley's.

Charlie's Accident

Did you notice the large patch on the wearing portion of the rear part of Charlie Luden's trousers? It seems that Charles and the girl friend were out walking around Smith Station one Sunday afternoon and Oscar Cook was nearby, unknown to them. Oscar yelled at them to get out of the field, and not knowing who it was, they took him at his word and departed, with the result that Charles must have left some of his wearing apparel hanging on the fence.

No doubt by this time every one has received their notice of the big party to be held at the Community House, November 24th. We will look forward to seeing every one out. This is going to be one big party, so we are told by the program committee of the A. E. R. A., and any one that misses it will regret it.

Well, we'll see you at the party dressed up in our everyday clothes.

ALONG THE SOUTH SHORE LINE

South Bend Terminal

C. W. Veach
Correspondent

One of our concession girls, Betty Tolly, was mixed up the other day in an automobile accident. Understand that Betty was driving and that the steering wheel broke and struck her in the mouth. There was visible evidence of this because she had a couple of sore lips for a few days. Betty and her husband are planning a vacation in Ohio and expect to spend some time hunting.

H. W. Sausaman, Chief Clerk of South Bend Traffic Department, has changed his residence from where he was to where he is. Let's see, he now lives on Henrietta, Hilletta, Spig-get-ti, Marietta, that's it, he now lives on Marietta St., South Bend, Ind.

Frank Returns

Frank Steffaniak, Traffic Representative, made a trip to Chicago recently to attend the wedding of his brother. He reported there was plenty of good eats and he came home feeling very happy.

Earl Stover has several good stories about the election. We wonder if he will include some of them in his radio speeches from WSBT.

Our old friend Andy Culp can be seen most of the time with a clean shave. It is understood that a clean shave is a qualification for a free dinner when C. P. Valleau comes to town.

South Bend Freight

A. C. Culp
Correspondent

Mutt and Jeff (Hank and Joe) soon became discouraged in their efforts to acquire a hirsute adornment on the upper lip. They have decided to postpone the effort for several years.

George Varga is now proving himself a right chipper young man and general all-'round helper at the freight station. If variety is the spice of life, truly George must be happy, for he does everything from trucking freight to addressing envelopes.

Dan Tolley is helping us out in the warehouse until Roscoe Arnold recovers from a slight accident.

And now South Bend station has an assistant agent and Mr. Culp is supremely happy. H. A. Chouinard is filling this position, having had a wide and varied experience in various offices.

L. E. K.

Traffic Department

C. L. Binger
Correspondent

Apologies to the editor. It wasn't forgetfulness, but lack of something to say, at the time when it could be said.

Going back a month into the history of family life of various of our Traffic Department families—At Jack Fraunberg's house a stork made a visit and delivered a newborn whose cognomen is Roy Benson Fraunberg. He arrived September 23, and weighed 9 pounds. Jack passed the cigars around and purchased a new hat. This makes the Traffic Department star producers, until someone else takes the honors. It stands now: Dwight Wood 1, "Les" Hodgetts 1, W. R. Jones 1, and J. B. Fraunberg 1—in all, 4. If there are any more, we haven't heard about it yet.

Roy MacIntosh is back from a two weeks vacation spent in Iowa. Mac's home town is Davenport—down on the Mississippi. His eyes have the spark of renewed vigor, and his step has the snap of a thoroughbred. He seems to have fared well while home.

Seasick Agents

R. E. Jamieson tells us he had some seasick purchasing agents on his hands. Took them for a ride and he reports a rough sea.

Dwight Wood says: "I have the sweetest child in the world. She is my pride and joy—but—she has a queer sense of humor."

Winter is here and the annual debate on "air"—Miss Crabb and Johnny Kilnowitz versus Ely, Mechner, Mac and Pendleton. Yours truly on Saturdays is lined up with the allies. The funny part is, somebody opened a window and the adversary became startled and wondered what the peculiar odor was. All was serene when we explained that it was only a little fresh air.

Bill Jones, as a prophet, is there, but when he plays them himself, they automatically refuse to run. However, he can pick a winner every time.

SPECIAL

We are selling extra special—Coffee—at an extra special price. You pay for what you get, and the service is gratis. In the meantime our patron appreciates your patronage and "says it with car numbers"—see or call Bill Jones.

Frederick Lawrence Petersen

Frederick is the youngest member of the Petersen family. He is a healthy specimen of babyhood. Frederick, a name which brings to mind a great figure in history—a leader! One always thrills at a race, when from behind emerges the late starter to a brilliant lead, and a gallant finish.

Frederick is a possible contender for the highest position in the land. We look back into the biographies of some of our greatest statesmen, and greatest men of power, and find that they got a late start in life, as compared with some of their brothers and sisters, but made up for this late start by the brilliancy of achievement.

How Children Learn

It is from the larger families that the characteristics of real manhood and womanhood are brought. There children learn the virtues of unselfishness, learn to think in groups, rather than of self. There are found the childhood quarrels that break down selfishness and inconsiderateness The loss of these two negative virtues is necessary to greatness. The man from a large family can look back on home life with a great deal more pleasure than can he who has grown up almost alone in life, and has had no one to look at things with him except through the eyes of a mature person, who knows that the command to obey is for the best, but misunderstands the little tot's dislike for such commands.

Destiny No Respector

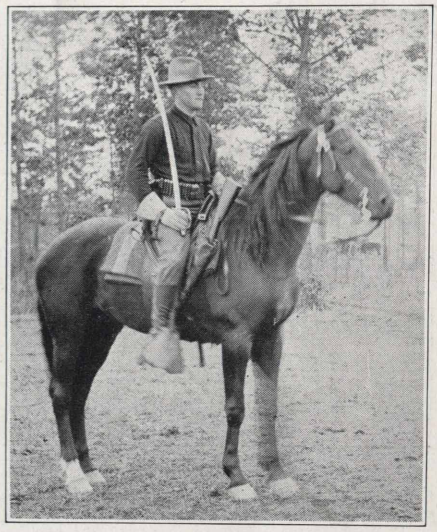
Numbers mean nothing to the Molder of human destiny. He picks as freely from the homes of large families as He does from the homes of a small one. When we look for lasting grandeur we look to the natural forest, the mountain, the swirling rapids and falls, the snow-covered peaks. These were all created by Nature irrespective of number. The artificial landscape demands constant care. The orchid and rose live but a day, then wither. The forest is beautiful with its four seasons, the mountain is an unending vista of grandeur, the river a silvered ribbon winding its way to the horizon.

Large Family Has Variety

Thus in a large family we have a variety of makeups. The leader of men, the poet, the artisan, the inventor, the scientist, the dreamer, and the practical one. It furnishes us with what we call the great American home.

To the mother and father of this family group, who typify that which built our country to its present exalted place among nations, we doff our hats and wish God Speed and good luck to Frederick as he reaches out to the future for his position among men in the important things of life.

Soldier Days



Back in '98, just returned from the wars in Cuba, "Bill" Ragsdale, general shop foreman, got himself snapped in full regalia, while stationed at Fort Ethan Allen, Vt. He was a member of the Third U. S. Cavalry.

S. A. MORRISON IS GIVEN PROMOTION

S. A. Morrison, formerly Superintendent of freight service has been promoted to the position of Assistant General Superintendent.

Mr. Morrison

Mr. Morrison has had many years of supervisory operating experience, particularly with the Chicago and North Western line, and during the year of his service with the South Shore Line has commanded the respect of all who have seen him work.

The PANTAGRAPH congratulates "Sam" on the new job.

INSURANCE COUPON—Cut Out and Mail

I hereby apply for $1,000 Group Life Insurance and $1,000 Accidental Death and Dismemberment Insurance issued under Group Insurance Policy written by the Aetna Life Insurance Co., for employes.

I designate as my beneficiary .....

who is related to me as .....

Application is made for this insurance to commence January 1, 1929.

Signature .....

Date ....., **1928. Department** .....

MAIL TO E. H. UTLEY, JR., AUDITOR, MICHIGAN CITY, INDIANA

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 2 DECEMBER, 1928 No. 12

STOCK SALE QUARTER OVER

SANTA WIRES "I'LL BE THERE," ANSWER TO COMMITTEE BID

Gala Preparations Under Way for Christmas Party at Hudson Lake Friday Night

Bulletin!
I'LL BE AT YOUR PARTY WITH BELLS ON, SO WATCH FOR ME.
SANTA CLAUS.

The annual A. E. R. A. all-employe Christmas party will take place Friday night, December 21, at the Hudson Lake Casino.

All the energies of the program committee of the A. E. R. A., which is in charge of this great feature event, are working toward making it memorable for every man, woman and child who attends—especially every child. It is to be a children's party—the grownups will be welcome as ever, but the kids will have the floor.

Santa Coming

A huge, beautifullly decorated Christmas tree, candy, favors, dancing to a deluxe orchestra, games for the children, singing of Christmas carols, movies, Better Business Campaign prizes, presentation of life-saving award, square dancing, children's tug-of-war, recitations and songs by the children, and best of all, SANTA CLAUS himself, will be on the bill.

Mr. Jones will welcome the big crowd to the party, starting at 7:30 P. M., after which business will be suspended and the kids will have their program. The arrangement of numbers will be kept as a surprise until the program starts, according to A. W. Oberfell, chairman of the committee.

Train Arrangements

Arrangements to stop trains at Hudson Lake, for the convenience of East Enders, will be made. Michigan City and West End guests will have an eight-car special train at Michigan City Passenger Station, scheduled to leave at 6:30 P. M. and arrive at Hudson Lake at 7:04. Chicago and Gary members of the party family will be enabled to take No. 23, the 5:15 P. M. "hot-shot" out of Chicago, 6:02 at Gary, and connect with the special in Michigan City.

Every one who can get out of bed is expected at the Casino next Friday night. Transportation will be ar- through Hugh Sutton—see ing your entire family, no ow many.

Amateur Salesman Surprises All With Quick Results in First Campaign

Kirk Jumps to Lead With 76 per cent of Quota Sold by December 11; Gen. Hamilton Gives Out Tips on How To Sell

With only eleven days of the South Shore stock sale passed, the 25 per cent mark was reached, probably a record among our companies.

According to daily bulletin No. 7 issued by the Utility Securities company, 2,126 shares of our 6½ per cent preferred stock had been sold by the "salesmen" of the First Customer Ownership Campaign up to December 12. This, according to T. G. Hamilton, Commanding General of the drive, is 15 per cent better than any previous drive conducted on transportation stock in this territory.

Kirk Ahead

At the time of writing Col. Kirk of the Purchase Department was in the lead by a 16.6 per cent margin in percentage of quota over Col. Kaylor of Concessions in second place. Col. Smith, Signals, with 56 per cent of his quota reached, was in third place.

The battle was just nicely under way at this point. With the first rush of "easy pickings" over, and the first flush of victory for virtually every one in the campaign beginning to recede, it was getting into the "brass tacks" stage.

Here are some tips given out by General Hamilton on keeping the sales coming:

See at least six prospects a day.

Be sure to leave a circular with each one, whether they say yes or no.

Familiarize yourself with the "benefit of minor" and "joint tenancy" forms so as to be able to handle them expertly when called on for them.

When your prospect says, "Come around later," try to sign him up now and withhold the date until he pays.

Go back once in a while and see those who have turned you down. They may change their minds when they see how fast the issue is going.

Don't believe it when you hear some one say, "There's not another prospect around here." Probably the first one you talk to will have heard nothing about the sale.

Take stock of your resources again and see if you can't buy another share or two yourself.

In preparation for their part in the sale, about 100 salesmen of the Utility Securities company made an inspection trip over the line shortly after the opening of the sale. They had a two-car special, and visited substations, terminals, shops and South Bend for a motor coach ride.

Merry Christmas and Happy New Year

The Pantagraph Staff

PRIZE BEEF TO BE SERVED ON DINERS

Nearly 16,000 pounds of prime beef on the hoof were bought by Armour & Company, packers, Thursday, December 6, at the International Live Stock Exposition, Chicago, for the dining car services of the South Shore and North Shore Lines. Translated into tender steaks and juicy roast beef—the kind that melts in your mouth—that means something more than 70,000 bites of the world's finest beef for the patrons of these two roads.

This load of steers was bred and fed by Allen Newlin & Sons, of Hudsonville, Illinois. Fifteen top-notch Herefords, their white faces and markings in pleasing contrast to the solid red of their coats, made up this carload. The average weight of the steers was 1,060 pounds, and they were all yearlings, highly finished, just fat enough without being too fat, and so uniform that only an expert could tell one from another, and even he might have trouble.

The pick of the world's finest beef animals is sent to Chicago each year to be exhibited at the International Live Stock Exposition and only the "cream of the cream" survive.

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At the Masquerade Ball

Let us have more masquerade parties in the future.

A great deal of interest was shown among the employes, who numbered more than 200, that attended the party given under the auspices of South Shore Line Company Section No. 15 A. E. R. A., on Saturday, November 24, 1928, in Community Hall, Krueger Memorial Park, Michigan City.

Many of the costumes showed a great deal of originality. A picture in this issue shows Miss Gertrude Noble as the Passenger Accounting Department's representative, her dress and sky-piece being made of black material and pasted on it were hundreds of tickets in various shades of red, yellow, green, blue and brown, as well as white.

"Big Al" Kull was a ghost. Mrs. Kull was made up as a down east Yankee of about 50 years ago.

Walter Kroedel was a tramp, a very good makeup, while Mrs. Kroedel was "Annie Oakley."

M. M. Lloyd made a very good policeman and confided that he had difficulty in getting a uniform large enough.

Wallace Lloyd had on his father's wedding suit of some thirty years ago; swallow tail coat and stove pipe hat with black face, colored gentleman on parade. Mrs. Loretta Lloyd made a very good grandmother.

Charlie Ludden and Marie Kelly were a splendid pirate team.

A. F. Barr was a typical Mexican, a little taller than the average, however.

Al Harbough was a cowboy.

Mrs. "Hank" Reber was a South Shore motorman in full uniform.

Others well made up baffled everyone as to identity until after "masks off" including, of course, the prize winners, Mrs. Wheeler Chalk and Mrs. George Schroeder in "Bringing Up Father" costumes, who received prizes for the most comical get-up, and Mr. and Mrs. Walter Eggert in very natty sailor outfits, who received the prizes for the prettiest costumes.

—Contributed.

FREIGHT LINKS WITH 3 ROADS ANNOUNCED

Three new freight interchanges with major steam railroads, of the greatest importance to South Shore Line shippers and receivers, are announced by the management of the road.

Work is now nearly completed with the New York Central Railroad on two interchange tracks of 19-car capacity each at South Bend. Completion of the construction of a freight interchange at Michigan City will open the Michigan Central Railroad and the Monon Route to a South Shore Line freight connection.

Is Big Event

Since the change of management of the South Shore Line, in 1925, probably no more outstanding event in freight service on this railroad than these interchanges has taken place. Both the Lake Shore and Michigan Central routes of the New York Central serve a vast and important territory, ranking with the biggest and best marketing centers of the east.

Completion of these two big projects will bring the South Shore Line into direct connection with thirteen steam railroads, giving it an unusually advantageous position to serve shippers and receivers interested in the moving of freight to and through Chicago. Among these railroads, in addition to the three mentioned, are the Illinois Central at Kensington, Nickel Plate Road, with connections at Michigan City, the Wabash at Gary, the Elgin Joliet & Eastern at Goff, and a number of belt lines sufficient to insure switching connections with all the principal railroads entering Chicago.

SPEAKERS MEETINGS GROW IN INTEREST

A series of rousing meetings of the South Shore Speakers' Association during the past month have pushed enthusiasm of its members to a still higher notch, and a large proportion of them are now ready to appear before the public.

W. S. Vivian, director of public relations of the Middle West Utilities company, invited through Charles Ludden, a personal acquaintance of Mr. Vivian's, gave the association one of the most interesting addresses on the subject of public speaking so far presented. Mr. Vivian recounted some of his experiences in teaching the art of speaking to employes, and succeeded in instilling a better ambition in every member present.

At the next meeting, December 14, F. A. Barr, temporary chairman in charge, had promised a program of unusual attractiveness, and a large number were expected to attend.

Every employe, whether he is active in the Speakers' Association or not, should be interested in helping us get the story of our territory and attractions across to the public. Keep your eye out for possibilities of speaking dates. Your lodge, club, parent-teacher's association, school, study club—line them up!

UNSAFE PRACTICES IN MECHANICAL WORK CAUSE THE MOST ACCIDENTS

By Art Hegelmayer
Truckman, Shops

(From a Paper Read Before the Shops Safety Meeting, Nov. 2, 1928)

DID you ever see one of your friends badly hurt in the shop? Last year 24,000 men and women in our country lost their lives in such industrial accidents. In addition, about three million others were so severely injured that they had to lay off from work. Think of it, enough people killed and injured while at their work to make a city as big as Chicago.

These accidents did not just happen. They were caused by some kind of failure, machine failure, material failure or man failure. And if the experience of past years is any guide, before another year rolls around about the same number of men and women who are alive and well today will be either dead or maimed or painfully injured unless they are particularly careful to work safely.

In your shop your employers have installed many safeguards and are putting in others where hazards are called to their attention. It is to their interest as well as to yours to have a safe shop and avoid the costly wastes that follow most serious accidents. But only a part of all accidents can be prevented by mechanical safeguarding. The greater part are caused by unsafe practice of some kind. To avoid these accidents requires, first, a knowledge on your part of what safe practice is.

Do you remember the first day you came to work? Everything was strange to you—the plant, the machinery and the men. Perhaps you had no idea of the hazards about you. Many men start to work utterly ignorant of these dangers. Perhaps you found a man in your department who greeted you with a smile, and who gave you an occasional pointer on how to do your work more easily. You liked this man. If he told you the safe way to do a hazardous job you paid as much attention to him as if the foreman had spoken to you.

Chicago Aurora and Elgin Railroad Girls' Club

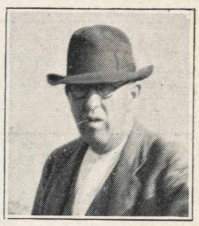
The South Shore Line was host to 60 members of the Girl's Service Club of the Chicago Aurora and Elgin Railroad on a sightseeing trip through this territory recently.

Two special cars following the 9:30 A. M. train from Chicago to Gary were occupied by this club, a group of women employes of the Sunset Lines banded together to improve themselves in their work. After a trip about Gary they went to Michigan City for a bus ride around town and lunch at the Spalding Hotel. In the afternoon they visited South Bend and some of its interesting sights, returning to Chicago in the evening.

Operating Old-timers

Charles A. Lambka, conductor and dispatcher on this railroad since it was born, literally, belongs in this gallery of immortals called "Operating Old-timers."

Charley came to work with the Chicago Lake Shore and South Bend on July 1, 1908, from ten years' service on the Michigan Central as brakeman and conductor. Born and raised in Michigan City, Charley was right on the ground when the new electric line began operations. Through all the succeeding years, bad and good, he stuck to the road, and when the change of management came, he was among the first of the old-timers.



"Charley"

At present you will find him on the work train, an assignment which we are told only those who have earned it by long and faithful service are entitled to have. Here's luck, Charley!

S. S. BASKETBALLERS IN NEED OF ROOTERS

By Lloyd Bantz

Not enough members of the South Shore family are finding their way to the Michigan City Y. M. C. A. on Monday nights to see our boys play basketball in the Industrial league.

These games are started promptly at 8 P. M., and three games are played. You can buy a season ticket for one dollar that will permit you to see 42 games or you can purchase a ticket each night and see three games for ten cents.

The South Shore team has received their new uniforms and from now on will not take a back seat for any of them.

Following is the schedule for the South Shore team:

Dec.	**31**	**Weil-McLain**
Jan.	**7**	**News**
	14	**Hays**
	21	**Karpen**
	28	**Dunham**
Feb.	**4**	**Sullivan**
	18	**Weil-McLain**
	25	**News**
Mar.	**4**	**Hays**

"Two teams who refuse to fade" might well be the way to express the standing of the South Shore Bowling League, for the Accounting team and the Electrical team are running neck and neck. Both teams have won 12 games and lost 6. Transportation is third with 8 games won and 10 lost, and Shops have four won and 14 lost. Captain Knoll of the Shops team states that Silakowski parting his hair in the middle and Rojahn wearing a wrist watch are partly the cause of the Shops' ill luck.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
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D. C. SCHNABEL.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Merry Christmas!

A Story for the Children

Santa Claus tucked the edges of his big fur robe around his feet and waved goodbye to Mrs. Santa.

"I'll see you tomorrow, my dear," he shouted, and tugged on the reins. Up toward the moon went the famous old red sleigh, going like the wind, the reindeer leaping and plunging as they gained speed. Santa, snug in his great fur suit and robe, leaned back and dozed, for he had a long night's work ahead of him.

Soon Blitzen, who was in the lead of the reindeer team, saw far ahead the lights of a city, and he signalled to his master by a pull at the reins.

The first stop was a little house on the edge of the city. Santa knew that house well, for there were many small children living there, and he had been calling on them for many seasons. Quietly he descended to the roof, so the jingling of the sleighbells would not be loud enough to arouse the sleeping children. Quick as a flash he had the toys out, and was sliding down the chimney with them. Santa looks big and fat, but he can go down the smallest chimney in the world, because he is Santa Claus.

The mother and father who lived in that house were what the world calls poor, although they had all those fine children, happy and healthy and full of pep and the joy of living. And the first thing that Santa noticed was that they had no Christmas tree ready for him. So into his bag he went, and pulled out a fine big tree all decorated and lighted and ready to put up. Then for the toys! Out came sleds and skates and play sets and dolls and whatnot. Candies too, and oranges for the stockings hanging by the fireplace. By the time the jolly old Saint had everything arranged, the room looked like the toy department of a big store. It looked so good that Santa had to chuckle at the sight of it, as he thought of the good time that awaited those children on Christmas morning.

Gathering up his sack, he turned to the chimney and was about to go scooting up to his waiting reindeer on the roof, when he heard a slight noise behind him. He turned. There was a little boy, about seven years old, peeking around the corner at him, with eyes as big as saucers.

Some people say that Santa Claus is cross to little children who try to catch him at his work on Christmas Eve. But that can't be so, for here is a case. When Santa saw that funny little fellow in his night clothes looking so scared, he simply had to chuckle out loud.

"Well, well, well," he laughed, "this is the time you caught your old friend Santa, isn't it? Come here and shake hands."

"I—I was afraid you wouldn't come, so I stayed up to see," the little boy said. "Some of the kids told me that there was no Santa Claus, and I didn't believe them. Now I know there is."

Santa laughed heartily and put his big furry arm around the boy.

"My boy," he said, "lots of people don't believe in Santa Claus, but that doesn't mean there isn't any Santa Claus, you know. The older you get the more people you'll see who say they do not believe in me. Some of them, I am afraid, think it is a sign that they are wise to talk that way. But here I am, eh?"

"Well, why do they keep on talking like that, then?" the little boy asked, looking up at the Saint in a worried fashion.

"Ah, son, they are not as wise as they think," and here Santa shook his head sadly. "It is the little children like you and the great ones who are wise. If the rest of the world could keep the faith that you have, and be as simple-hearted and straightforward in all things, it would be a better world.

"There is a Santa Claus and there always will be, little boy, so long as the true spirit of Christmas remains on earth. When that spirit is gone, when the people forget that old Christmas blessing of 'Peace on earth, goodwill to men,' then Santa Claus will be no more. Isn't that so, sonny?"

But the little boy did not answer. With a toy in his hands, he had fallen fast asleep in Santa Claus' arms.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

He Got It

Old Lady—"Son, can you direct me to the People's Saving Bank?"

Boy—"Yessum, for a quarter."

Old Lady—"Isn't that a mighty high pay, my boy?"

Boy—"No, ma'am; not for a bank director."

—Ray.

! ! !

Two Irishmen were passing a drug store, and in the window was a large display of rubber gloves. "Sure, and this is a wonderful country, Pat. And what might those be for?"

"Don't show your ignorance, Mike. They're so as you can wash your hands without getting them wet."

—Safety Bulletin.

! ! !

IF ANYBODY

Killed a Pig,
Got Married,
Beat His Wife,
Borrowed a Stamp,
Made a Speech,
Robbed a Bank,
Bought a Ford,
Sold a Dog,
Lost His Wallet,
Went Fishing,
Broke His Neck,
Bought a House,
Shot a Cat,
Been Away,
Come Back Home,
Had a Fire,
Took a Vacation,
Been in a Fight,
Got Licked,
Out of Hospital,
Made a Bet,
Won an Auto,
Got a Raise,
Hasn't any Kick

WHY, IT'S NEWS

Tell us about it for our next issue.

—I. S. C. News

! ! !

The bed shuts up in a closet,
The ironing board in a wall;
Rubbish you simply deposit
In a jardiniere in the hall.
The kitchen shuts up in a cubby
As snug as the blade of a knife,
"And all would be jake," muses hubby,
"If I could conventionally,
Quite unintentionally
(Perhaps providentially),
Shut up the wife."

—Sam, the Secretary.

! ! !

I'll drive, said the wife as she climbed into the back seat.

—Laffngaz.

! ! !

"If I had known that tunnel was so long, I would have kissed you."

"Good Lord, wasn't that you?"

! ! !

According to Leslie B. Wotton of the traffic police in Boston, when motorists notice an arm protruding from the car ahead they can instantly understand that the driver is:

1. Dusting ashes from his cigarette.
2. Going to make a left turn.
3. Telling the children to keep quiet; it's too hot for more ice cream, and there isn't any place to park around here anyway.
4. Going to turn to the right.
5. Feeling for rain.
6. Going to back up.
7. Pointing to something.
8. Waving to a friend in another car.
9. Assuring his wife for the 10th time that the kitchen door is locked.
10. Going to stop.
11. Wondering if it is getting any hotter.
12. Just resting his arm.

—Ytefas.

! ! !

December! We have asked Santa Claus to be especially good to all who have sent in pictures for the Pantagraph this year.

—ye Ed.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

Judson Titsworth, Chief Accountant, resigned his position on November 30th to accept a position in Chicago. Mr. Titsworth came to this company in 1925 and since that time has made a great many friends, who regret his going very much, but wish him all success in his new position. Mr. Titsworth is succeeded by Eugene Lathe of the Northern Indiana Public Service Company.

The railroad employes have all been transformed into A-1 salesmen during the last few weeks and the Accounting Department is going strong selling South Shore stock with the others. Who wants to buy some 6½% South Shore preferred stock? Give us a tip and we'll be right on their trail.

Were you down at the Y. M. C. A. on last Monday night to root for the South Shore basketball team at the Industrial League games. Our boys are going to make a real team. Let's go down and boost them by rooting for the South Shore.

Connell Entertains

H. O. Connell, Freight Auditor, entertained representatives and their agents of the Michigan City switching line at lunch in the Spaulding Hotel on November 15th.

Have you had a good laugh lately? Well, you should have seen Mary Phillips get her face washed with a snowball by F. A. Mitchell last week. We didn't know Mr. Mitchell could be so boyish. He couldn't resist a fight when the first snow fell.

Several changes have taken place in the personnel of the Freight Accounting Department recently. Mr. A. Connor, formerly Rate and Division Clerk and Auditor of Freight Overcharge Claims of the Illinois Central Railroad, has been employed as Rate and Division Clerk in this Department.

C. E. Connelly is taking the place of L. W. Moltz as Traveling Auditor, who has resigned because of ill health. Harold Flory is replacing Mr. Connelly as Freight Accountant, John Fraley has been transferred to Mr. Flory's place, and Joe Connelly, our good-natured office boy is replacing Mr. Fraley.

New Office Boy

And everybody is already acquainted with Norman Zeese, the new office boy who is taking the place vacated by Joe Connelly.

And, by the way, did you know we had two ministers' sons in our midst? Flory and Fraley say they can both reduce the high cost of weddings by employing their fathers. And, say, the way they bought South Shore stock, you girls had better sit up and take notice.

The Freight Agents and others on the railroad want to know why the Freight Accounting Department doesn't select something different in the way of names once in a while. With Connell, Connor, and two Connelly's they never know who they want. Guess some of you will have to change your names.

Betty Gay and Florentine Luchtman still travel regularly to Chicago. Last week they went in to see "Good News," and enjoyed it immensely, they say.

Mildred Larson, Laura Stephenson and M. J. Naughton, with Mr. Schnabel, Mr. Stover, Mr. and Mrs. Gray and Mrs. Jones, entertained the Girls' Service Club, composed of Chicago, Aurora and Elgin employes on November 22nd. The girls came by special car to Michigan City when they had luncheon at the Spaulding Hotel, and then went by bus through the beach resort, then on to South Bend where they visited Notre Dame University and other points of interest, and back to Chicago by train.

Parties On

Parties are still very much in vogue. Florence Hartwig entertained her bridge club on November 21st, and Irene Dailey and Josephine Phillips were the prize winners. Early in December the club met with Irene Dailey in her new home at Hammond. The girls went over on the South Shore and were taken to Irene's home where bridge was played at three tables, the prizes being won by Martha Rawlings and Lila Thompson. A Christmas party was planned which will be at the home of Martha Rawlings on December 19th.

Esther Peters also entertained her bridge club on November 21st and prizes were won by Evelyn Kill and Elva Nicholson. The girls drew names for their Christmas Exchange and will be entertained at a Christmas party by Dorothy Sprencel on December 19th. Elsie Hileman entertained the club on December 5th, with Evelyn Kill and Alta Waybright the prize winners. The girls invited Sylvia White and Alta Waybright to become new members of the club.

Christmas Exchange

The South Shore Office girls are also having a dinner at the Old Homestead Tearoom on December 20th which will be in the form of a Christmas Exchange. This is an annual affair with the girls and is always a real get-together, so everyone be there to see what Santa Claus has for you.

The Passenger Accounting Department has some news for us too. Irene Kickush who has resigned as Station Accountant has been replaced by Dorothy Sprencel. Dorothy is being replaced by Miss Frances Kosier as Ticket Checker and Miss Angelina Rist, a Michigan City girl, is the new Ticket Checker in Miss Kosier's place.

January 20

Start talking "Ogden Dunes Ski Meet" to your friends now. The big international tourney will be held there rain or shine on January 20, and club officials say it will be the biggest of its kind ever seen in this country. South Shore Line will have a special rate in effect for it.

Concessions

Esther Kaylor
Correspondent

Betty, our South Bend girl, wanted off Sunday. Wonder what happened Saturday night. At least Glenn Sheetz reported on duty almost asleep.

Jeanette Rettig, one of our Gary girls, is going to take the fatal step December 15th. Luck, old dear.

Florence Barney, Michigan City, had a four day's vacation, returning Monday morning. A cup of coffee was very heavy for Florence to carry. Hope she doesn't lay off any more.

Wonder what detained Ethel Ward from the South Shore party?

We expect to see every girl off duty at our Christmas party December 21st, at Hudson Lake.

Electrical Department

Charles Ludden
Correspondent

Well, well, well, here it is Pantagraph time again and Ye Ed says that if we don't

ALONG THE SOUTH SHORE LINE

Precious Boy

This is Richard Precious, son of Motorman Precious. Richard is 6 years old, and in the first grade at Central School. He is fond of animals and loves any kind of outdoor sport. His daddy says he is another of these boys that never come in except at meal time.

get in news and lots of it before the seventh of each month the paper will not only go to press without our valuable contributions but may be cut to one half the present size. (The above was addressed to all correspondents and not just to yours truly.) Anyway, nevertheless, and therefore, what do you say to all of us showing a little pep and sending in the news, wise cracks, and jokes (on the other fellow), the first of every month from hence forward and forever. Yeh men!

As for the present—Guy Hunt has at last got tired of being a dry land sailor and has again embarked on the sea of matrimony. The boys say that when he moved from Shelly's place to his new home he packed his clothes in a suitcase as big as a young wardrobe trunk, and that the clothes consisted of one pair of socks.

Radio Triumph

Shelly had great success with his radio the other night. After burying his head in the loud speaker and twisting the dials for an hour and a half he broke into a bright smile and said, "Sh-h-h, Davenport."

The next important item consists of the acrobatic Ford. None other than Merle's own petted and muchly praised Lissy finally got tired of living a sedate life and decided to do a few youthful flip-flops. The old carcass, however, was not quite equal to the occasion and several strains, bruises and broken window glasses resulted. We are glad to say that Merle climbed out of the upper side not much the worse for his experience.

Speaking of Fords—Bill Haas has bought the new model he has been talking of so long. He got a nice big roomy sedan to accommodate the present family and leave room for future expansion.

Also Earl Melton has purchased a new Ford sport roadster. Several of the linemen have contracted for the use of the car on various nights of the week. The only question is when Earl is going to have it for himself—and—the girl or girls.

Thornsen Sick

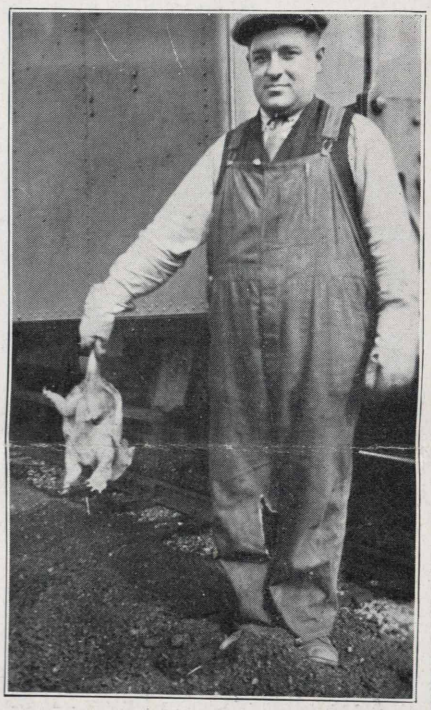
Hank Thornsen, we are sorry to say, has been sick ever since last Friday. It is rumored that his illness was caused by getting one of his new French fish bones stuck in his throat.

Bill Peak has turned butcher temporarily in order to lay in his winter supply of meat. Several beeves and hogs are reported to have fallen beneath his trusty knife. When the job was all done he celebrated by putting on a glorified edition of his famous Indian War Dance. The kitchen screen door was suddenly and forcibly removed from the house in the process. Bill is in favor of bigger and better shotguns.

That's all this time. Let's have a lot more next month.

General Offices

M. J. Naughton
Correspondent



Eleven years ago—and who could help but recognize the gentleman—none other than D. Earl Ferner, our genial Superintendent of Passenger Service. Earl had quite a chase trying to get the "big fellow," but he got him all right. Hear the old boys tell of the turtle soup they used to enjoy down at Ernie's restaurant. Just couldn't help publishing it, Earl, your old friends down here brought it to me asking as a special favor that I do so. Anyhow, Merry Christmas to you.

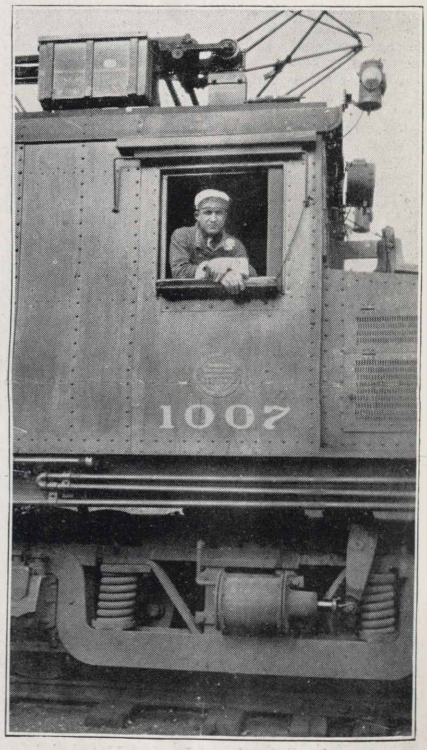
December—and what does it suggest? Christmas, rushed shopping, Christmas trees, home gatherings, happy children, toys, presents, plum pudding, steaming turkey, pfeffernuts, cookies, candy—I'm lost in the maze of the goodies to come. Its rather funny but the very thought of December sends a warmer glow into one's heart, one feels better towards his fellow man—the thought of "Peace on Earth, Good Will towards Men" is contagious—look at the happy faces on every one you meet. But in our happiness we must not forget the less fortunate brother—let's show an unselfish spirit this Christmas—share our joys, our presents, our blessings with the unfortunate ones who have sickness and sorrow in their hearts. It is truly more blessed to give than to receive—it's in making others happy that one gets the true Christmas spirit. MERRY CHRISTMAS TO YOU ALL!

TURQUOISE BLUE. They're beautiful You'll get yours on the 29th.

During the recent snowstorm, the South Shore office crowd at the close of the day witnessed a very interesting battle royal—and who were the participants? None other than the dignified Frederic and Mary, the athletic girl. To say that Frederic had his face washed as it never had been scrubbed before is putting it mildly—and Frederic did his share too—and oh, the rosy cheeks Mary had—and was it all due to the snow?

The Secret's out. They're Turquoise Blue.

Speaking of turtle soup naturally suggests eats—and just think what's in store for the poor Pantagraph scribes—a BANQUET with genial Dud presiding. Those who were fortunate enough to enjoy the first feast are eagerly looking forward to the second—and for those of you who were not then in the charmed circle, let me tell you, you have a real treat in store. In the language of the



Here is singing Benny, the Caruso of the South Shore Line—the accommodating switchman who sees that No. 14 trailer is always brought down to the office for the convenience of the office crowd. For those who may not know the gentleman, permit me to introduce to you Mr. Bernard Kabacinski, the shop department's competent chief switchman. Benny has been with the company for eleven years—almost eligible to the old timers' list. He is a bachelor, knows all the girls, is well liked by his fellow-workers and by all with whom he comes in contact, for his accommodating nature and genial winning smile wins him friends everywhere. Hope Benny will be in our coming South Shore Quartet. Must tell you one of his secrets—Benny has been taking dancing lessons, and attending parties—and in his words, "Wonder why they have such a law that makes the music stop at one p. m. just when a fellow gets to going good."

ALONG THE SOUTH SHORE LINE

South Benders, Louie and Andy, "You ain't seen nothing yet.'

Fred Williamson had the nicest scratched-up nose one could see. And the shameless rascal tells us that he got it in an encounter with a girl too. Hush, no scandal, it was Catherine—and who is she? None other than the winsome two-year old daughter of the Williamsons, whose sweet face graced the columns of the Pantagraph not so long ago.

The TURQUOISE BLUE are guaranteed to stand up under all kinds of wear and will prove a welcome addition to every one fortunate to receive one on the 29th.

Marie is going to be lonesome around Christmas. Its awful to have friends who live in Texas—but then mebbe absence will make the heart grow fonder—think that could be possible?

Al Oberfell does not believe in over-eating. Tells us it is the cause of many colds and much sickness—and he doesn't care whether it's man or woman, no one is improved by getting stout. If you want a diet, consult Al. A cup of coffee in the morning; a bowl of soup, or a sandwich and coffee at noon, and no more; and a regular dinner at the family table at night—that's Al's recipe for keeping fine and fit, and holding down the avoirdupois. Thanks, Al, we will TRY to follow your advice—after the holidays.

Ignorance is when you don't know something—ond some one finds it out.

Frederic says, when asked for Santa Claus' list: "Oh, shucks, have him bring me a pair of woolen mittens, so I'll not ruin my kid gloves snow-balling."

The following was overheard at one of John's Foremen Conference meetings: "Say, John, how does a weak water main know when a new concrete pavement has just been laid overhead?"

Uncle Frank

Frank is an uncle—hear him rave about his new niece. You would think there had never been another baby in the world. Come close, girls and listen: Frank told me confidentially that there is nothing in this knocking around, that he is on the right trail now and thinks he has found the girl and it won't be long now before there will be an announcement. That's the first bit of real good news it has been my good fortune to record.

Tickets, Please

Miss Gertrude Noble, comptometer operator in the Passenger Accounting Department, was the representative of her department at the A. E. R. A. Masquerade party. South Shore tickets made up the decoration.

Charley wants a waterproof bag—on second thought says you had better make it bullet-proof too. In his travels he may have to cross the Mexican border, and no one can tell what may happen. Well, here's hoping you have a pleasant visit, and a SAFE return to the friends who will anxiously await your arrival.

The week of December 15th to 22nd is going to be a regular South Shore party week. Both Bridge Clubs will have their Christmas party, and the big event on the 20th is the Office Girls' Christmas party. Boys, you don't know what you're missing, for that is the funfest of the year. And then our own South Shore party on the 21st out at Hudson Lake. If old Mr. Weatherman will throw a good snowfall, we will all be set for Christmas and Santa Claus on that date.

The TURQUOISE BLUE color of 'em match the color of several of the girls' eyes—you'll like 'em too.

The first AERA party of which J.K. was the President, brought out a larger crowd than any other AERA party before. That's popularity! Did you see his trainmen sit around the sides of the wall, sort of a fringe or outer guard—just to show their colors that night? Some party—and we're looking forward to many more of them.

The Underwoods are, so to speak, "sitting on the top of the world," in their beautiful new home in Long Beach, which is perched on top of one of the most picturesque hills in that glorious subdivision.

Jimmy Mallon is a whiz at selling South Shore stock. The first Sunday he went out and sold every one he approached in Chicago—and even now when he cannot be spared from the office, his friends in Chi-town write in to inquire whether he will come in and get the cash, or will they send him a check. As the stock sale is to be thoroughly covered, we scribes have to be content with some of the stories on the side line.

Jack Stratton up in Earl Ferner's office is a bachelor, and thinks the office bunch of girls are real good lookers. Jack is a little shy, but does love to dance. Now, girls, please do not neglect Jack at the Christmas party—be sociable.

Messrs. Fraley and Flory are lovers of nature—and most any Sunday will find the "F" twins exploring the dunes and wonders of Indiana Dunes States Park.

Earl Stover and wife, after holding out for a long time, have become convinced that Michigan City is a fine residence town, and have purchased a beautiful home in the Ledbetter Addition at the South end of town. We are glad to welcome the Stovers to our midst.

Teacher: "Now, Robert, what is a niche in a church?"

Bobby: "Why, it's just the same as an itch anywhere else, only you don't scratch it as well."

DO YOU KNOW THAT—

Mary Phillips, the charming stenographer in the Accounting Department, is an all around athletic girl, interested in basketball, hiking, swimming and horseback riding? Several weeks ago Mary was one of a crowd at a week-end party out in the country. The thermometer stood at 48—and as they were hiking came across a pond—some one dared Mary to go in swimming! She will not take a dare. Drove into town, some 22 miles, secured her bathing suit, and into the water and took a good swim—and the next day was feeling "fine and fit.'

Popcorn Pancakes

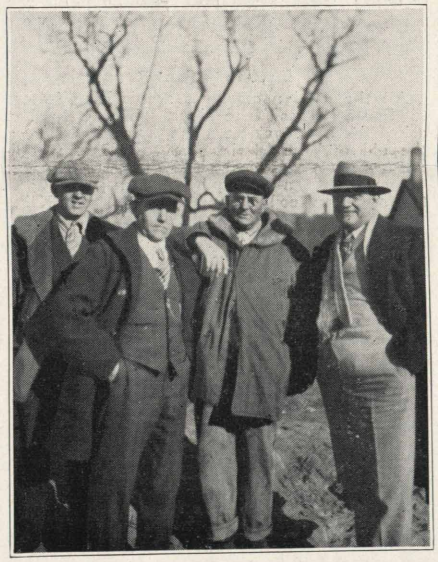
One of our recent brides heard that if she put popcorn in her pancakes they would turn over by themselves. And like all young brides was anxious to try new recipes—and the next day, to the amusement of the crowd, naively related: "My pancakes got all burned. How much popcorn are you supposed to put in them?"

Pauline wants so much for Christmas she doesn't know what to choose. She wants a flock of clothes—some more furnishings for her apartment—and would like to have her silver set completed. Did you get that, Santa Claus?

Lloyd Bantz has blossomed out into a regular manager for the famed South Shore Basket Ball team—and they're going to show 'em before the winter is over. Let's all get out Monday nights and boost the boys in orange and yellow.

Imogene Hasemeyer is back after her recent operation for appendicitis, and Frank says she looks more divine than ever. We sure missed the smiling little girl, who has spikes put in the heels of her shoes so you can hear her

On the Job



Messrs. Elmer Will, Timekeeper, John Hubenthal, Roadmaster, O. F. Harvey, Foreman, and W. E. Crowell, of the American Tar Products Company, posing beside the new track in Michigan City. Photo by Weber.

Growing Fast

Here are Alton, Jr., and Lois Jean Mercier, children of Conductor A. L. Mercier. Alton is four and Lois Jean two and one-half. Their daddy is very bashful about mentioning them.

ALONG THE SOUTH SHORE LINE

coming down the hall. Well, Energine, we are mighty glad to have you with us again.

Sorry, girls, to let the secret out. Fitz is a bachelor—but a certain young lady in Chicago has first choice.

Martha is going to the Christmas party—and with whom do you think? I know, but I am not telling. Martha tells that she likes all the men, young and old, and thinks widowers are just as nice as bachelors.

John of the "laughing Irish blue eyes and with blarney on his tongue," has taken up the study of Arabic. Not interested in girls. Thinks mebbe he will go some day and dig for Assyrian kings and will need a knowledge of the language.

Georgie and Cush say to remember that Christmas comes but once a year, and they hope it will bring good cheer.

Know TURQUOISE BLUE will make a killing with the crowd.

Shops

A. C. Tews
Correspondent

Ole Rojahn announced the arrival of a brand new baby boy the other day. Ole thinks that he can yell louder than all the spectators at a S. S. Basketball game. (Bring him down—that's what we need.)

Shorty Phelan can make time on his bicycle. He awoke the other morning at 7:20, ate his breakfast, was pinched for speeding on his way to work and arrived at the shop at 6:15 a. m.

"Harold Teen" and "Beezie" went to South Bend last week to a meeting of the St. Joe Valley Aero Squadron. Laying all jokes aside, these boys are making strides in their aviation courses.

M. Aldrich rewired his flivver. He hooked the wires from the spark plugs to the differential and wondered why she didn't run.

Bill Knoll, second trick switchman, took a trip to Detroit. He phoned and said his Star wouldn't mix with the "Moon," so he didn't get back for a week.

Bill Fisher took his first ride "a la crate." Congratulations, Bill and Mrs. Bill.

Heard and said that Marvin is trying to convince Otto to get out his "Covered Wagon" and take a ride in the country some moonlight evening.

Horse Talk

"Uncle Walt" Diedrich used to work on a farm. Otto says that when Walt quit, the farmer had to sell all the horses, because Walt had taught them some kind of a secret password, and no one else could drive them.

John Schultz is the proud papa again. John came to work the other morning with a big broad smile and a box of cigars. This is his second son.

Ed. Lewis told Benny the other day he wished Wally Lloyd would put up the old "twin wheeze" for the winter. Ed says he almost freezes every time he rides in it.

Ray Glassman likes his old Ford so well he has his photo on the front of the radiator.

Walter Schlundt says that the country roads are getting pretty bad. You know he suggested she move to town. Now its hard to tell whether that was a form of proposal or not. Maybe he meant for the family to move in. Careful Walt, there are still a few days left in leap year.

F. Silakowski was gone for three days. Did you get married, Frank?

Does anybody know what business Wallace Bohnstadt had in Evanston Saturday, Dec. 1st?

Baby Daughter

Relief Inspector Galord Fredenberg was all smiles one morning and upon inquiry it was found that a baby daughter had arrived. November 13 is the day of her birthday.

Mr. G. Shorty Phelan should have his name placed with those of Edison, A. G. Bell, B. Franklin, etc. Mr. Phelan has given to the public his latest invention, namely, a coal saver. In an interview with the Pantagraph reporter Mr. Phelan says, "Place at least one extra damper in your stove pipe and save half your coal." Mr. Geo. Schroeder in a testimonial states that he placed three extra dampers in his stovepipe, built a fire in the stove, and for three weeks he has only added one small scuttle of coal. For further information see Mr. G. Shorty Phelan at any time in the Shops.

South Bend Freight

Evalyn Knight
Correspondent

We are proud to report that South Bend Station employees are 100% shareholders in the South Shore Ry. In other words, we believe in "our railroad." And now it is ours, more so than ever before, because we really and truly own part of it, it makes us all feel like big business "magnets" to own stock.

Do we want the Pantagraph? I just guess we do. It adds zest to life about the place to keep the correspondent from finding out anything that might make an item, which when read by the fellow employees, would cause a hearty laugh at our expense. It makes us feel an interest in the others up and down the line, who are striving just as hard as we are to do their bit, and it creates a friendly feeling.

While transferring boxes of waybills to some high shelves the other day, Mr. Culp and Mr. Chouinard let go too soon and down came a big box of Form 5. George Varga happened to be right in the path of the descending avalanche. It didn't hurt George much, but oh, what a mess the bills were in. Next time, George, try to catch them or get out of the way.

Letters to Santa

All the station employes are writing letters to Santa Claus these days. Mr. Culp has asked for a tricycle to make that trip between the old and new freight houses. Mr. Chouinard wants a little red wagon and George Varga wants a new pipe and a pocketbook that's guaranteed to keep money. Jim Kline wants a new pencil, as the one he has is two years old and is losing its color. Roscoe Arnold, Henry Toellner, and Chester Beck say they will be happy if Santa brings them a peppermint cane, since they are not sure just whether Santa has them classified with the good little boys or with the bad. Joe Freidline thinks he would like to have an air rifle. D. E. Taylor is asking for a new cap with a red tassel and ear tabs and big enough to wear over two other caps for use during the mild weather. Tom McCaskey has told dear old St. Nick to bring him a boy of tin soldiers and John Shires wants a diamond ring. Evalyn Knight has informed Santa that she wants a new automobile, but will be satisfied with a pair of roller skates if he hasn't any more cars left. Oh, yes, Jimmie Rensberger would like very much to have a companion for his bachelor apartments if Santa has any to spare.

Rensberger Injured

James Rensberger met with an accident while loading the trailers one night recently, when he fell across the rail when a bar he was loosening came off, causing him to lose his balance. We hope he will be back in a few days.

Traffic Department

C. L. Binger
Correspondent

Phew—November over—a new President elected. Thousands of "Turks" massacred for sacrificial purposes on the Day of Thanks—and now—on to the Christmas Holidays.

The Traffic Department has enrolled some new names on the roster of its company insurance club, viz.: Ruth Mechner, Clarissa Ely, Smiling Bill Pendleton, Floyd Metzger, and almost (?) Reginald E. Jamieson. Please dont' die, customers, we like your company more and more now.

Jamie got locked up on a jury just prior to Thanksgiving, and was the foreman of the jury, missed a big dinner, but finally an agreement was reached—and they all got out in time to go home, with the exception of the bird convicted. Jamie got his picture in the paper though, and that's something. (A good target for some gunman.)

Dwight Wood has been looking too much on Michigan Boulevard. Got an infection in his eye and laid him out for about a week.

Bill "Happy" Jones has been laid up in Grant Hospital due to an operation. He is progressing nicely at this time and we hope he comes back to us soon.

Scotch Song

Roy McIntosh has introduced the newest Scotch song to us—"I Can't Gi Ye Anything But Love, Baby." Note to Mrs. McIntosh: This isn't really true, but Mac is the only Scotchman who is good natured enough to let us pick on him. Excuse. Thanks.

J. B. Fraunberg reports the new boy at his house has developed into a football player already.

The old saying made famous by A. Lincoln and later by A. E. Smith, is again brought to mind, "You can fool all of the people some of the time, and some of the people all of the time, but you can't fool all of the people all of the time." Now, let's see, a trip to Niagara Falls one summer, the funniest twinkle in the eyes, an air of distracted secrecy, and now I wonder if a certain person I know real well—anyhow Miss is singular—and two misses is a Mrs. — Figure it out, folks.

Les Hodgetts has been "sub"-ing for Bill Jones in taking care of his coffee customers. Business is rushing, folks. Coffee is hot, also cheap, considering quality and service.

FOREMEN ENTERTAIN NORTH SHORE GUESTS

By Lloyd Bantz

The Foremen's Conference entertained five members of the Chicago, North Shore and Milwaukee Conference at their meeting November 21, in the Michigan City Terminal Building. They were Messrs. Gudsell, Kent, Addis, Hespie and Cox.

Messrs. DeHaan and Moore of East Chicago gave interesting talks on supervising men and organizing jobs. The North Shore members also talked briefly and extended an invitation for the South Shore Conference to return the visit in the spring.

Refreshments were served by the Michigan City Concession.

Songbirds Ho!

A number of promising voices have been lined up for the South Shore Line quartet which is being organized. At the same time word comes in that some of our singers are holding out on us.

This quartet has the sanction of the official family, in fact the enthusiastic support of Mr. Jones. When the polishing off is finished it will be something to brag about, particularly by the members who have "made the grade."

Think it over, songbirds! Here is a chance to put your voice to work where it will pay you big dividends in fun and interest. Turn in your names to the Pantagraph Office, or get one of your friends to turn it in. Don't delay—practice will start shortly after the first of the year.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 JANUARY, 1929 No. 1

SOUTH SHORE HAS NEW SAVINGS FUND

A savings and investment fund will be established soon for employes of our Company under a plan created by the Midland Utilities Company for the benefit of employes of its subsidiary operating companies.

The new savings and investment series will probably be started March 1 and complete details and information about subscriptions will be published in the February issue of the PANTAGRAPH.

The Midland Co-operative Investment Company, which will operate the savings plan, is organized to furnish a vehicle for giving to the employes of all the affiliated companies, if they should so desire, a means of saving a certain percentage of their income and of investing these savings in public utility securities.

Under the proposed plan, an opportunity will be given to all employes to make regular monthly deposits in the fund which will be invested by the Midland Co-operative Investment Company. Monthly installments paid into the fund will be credited with interest semi-annually at the rate of six per cent per annum, and at the end of three years the principal and interest will be paid to the employes in a public utility preferred stock.

Surplus earnings which may be made by the Midland Co-operative Investment Company, through the investment of its funds, will be pro-rated among the employe-subscribers and paid in cash.

NO. 6 PUT ON NEW TWO HOUR SCHEDULE

Another milestone in the progress of the South Shore Line since the change of management in 1925 came with the inauguration of a flat two-hour schedule for extra fast trains between South Bend and Chicago on January 1.

For three years this railroad has been carrying on an extensive reconstruction program designed for better and faster service to the people of its territory. Scheduled time between the Chicago and South Bend terminals, set with the beginning of the new regime at two hours and a half, was advanced last spring to two hours and fifteen minutes in the case of four trains. Last fall this was shortened to two hours and five minutes in the case of two trains, westbound in the morning and eastbound at night. This service was specially designed for commuters, and both trains carried dining cars.

With the new two-hour schedule, the same arrangement will obtain, except that the Fort Dearborn Limited, Chicago-bound morning train, will leave South Bend station at 7:05 A. M. instead of 7:00 A. M., and arrive in Randolph St. station, Chicago, at 9:05 as before. It will leave Michigan City at 7:48 A. M., instead of 7:45, and Gary at 8:16, instead of 8:15 A. M.

To Employes

Again, at the turn of the year, all of us in the Chicago South Shore and South Bend Railroad should be able to look backward with satisfaction and forward with confidence.

Our figures for 1928 will show substantial gains and corresponding encouragement for the future. That is a stimulating aspect of our business—the future. No matter how much progress we make in any given year, still larger opportunities are always spread before us for further development.

Results in the future as in the past will be gotten by teamwork, by interested cooperation. Every member of the company organization who contributes to this in any degree may be sure that the contribution will be duly recognized.

Each year the public utility business becomes a better business to be in. Its universal usefulness and the fundamental soundness of the principles upon which it is generally operated are guaranties of its continued growth and success.

Each year this company, for all who catch its spirit and get in step with its policies, becomes a better company to be connected with. The end of the old year, like the end of every other year, has found many promoted and many others in better position to receive promotion. Employment here is just like the general growth of our business—steady and dependable. Promotion is just like the increase in the use of our service—without unusual spurts but certain. The company policy of advancement from within the ranks is assurance of future opportunity.

I invite your thoughtful attention to this conception of the circumstances surrounding all of us and sincerely extend to you the compliments of the season.

Samuel Insull

Time is money—so is the company's time.

Making the grade isn't going to be so hard if we all work together. The grade we are after is 100 per cent safety.

SKI MEET WILL BE HELD, SNOW OR NO

Everything is in readiness for the big International Ski Tournament at Ogden Dunes, Sunday, January 20, at 1 P. M.

At this writing, snow is plentiful. Even though it melts as the time for the meet approaches, we have the assurance of the Ogden Dunes Ski Club officials that the event will go on, rain or shine, and snow will be imported if necessary.

Many of the country's best riders will attend, and unquestionably it will be one of the major winter sport events of the region, since the Ogden Dunes slide is the largest of its kind in the world.

Let's get behind it—interest your friends, and tell them to talk to their friends about it. Our convenient train service, half-hourly out of Chicago direct to the gate, will prove the most pleasant way to go.

KIRK STILL HOLDS STOCK SALE LEAD

The Purchasing Department was still in the lead of the stock sale race, with 142 per cent of its quota sold and still going strong, as this PANTAGRAPH goes to press.

Next came Col. Ellis and his Midland gang, also over the top with 100.7 per cent, trailed by Col. Ben Smith of the Signal division with 87.2 per cent.

The progress of the sale, according to Gen. T. G. Hamilton, has been remarkable, and inter-company records have been completely smashed. All that remains now is for everybody to take a fresh breath, count over your prospect lists, and then go out and clean up. Let's go!

CHRISTMAS PARTY IS MERRY ONE FOR ALL

Everybody—and there were 500—who went to the big Christmas party at Hudson Lake, December 21, had the time of his life—it was another feather in the cap of the A. E. R. A. program committee and J. K. Gray, president.

Santa Claus, in the person of H. W. Sausaman, South Bend Traffic, was the hit of the evening, of course. The program, the candy, the songs, the dancing and the special numbers all conspired to make the event a joyous one, and all who were kept away by work, flu, or other causes, are still regretting it.

"More A. E. R. A. parties" is a new plank adopted in the editorial policy of the PANTAGRAPH.

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.
D. C. Schnabel.....Editor

Vol. III JANUARY, 1929 No. 1

Contributions and pictures should be in the hands of the editor by the third of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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Rehabilitation

What does this mean? New track, new fences, new overhead, new signals, new buildings, new cars, new engines, etc., all of our mechanical and other property placed in shape to give the maximum in service, comfort, convenience, and safety to the public, safety to employes, and the latest modernized facilities conducive of good and economical railroading. But this is not all, just this rehabilitation of physical property. There is that important item of mental rehabilitation. We all must live up to our fine physical property, by courtesy and consideration for our patrons, in the general office by telephone or correspondence, in our stations by our agents, we must see that people are not standing in cars because seats are covered by baggage; aged and infirm people should be assisted on and off trains and every thought and consideration given to the ones who believe in us and patronize us.

We have captured the armies of the public and now must dig in and consolidate our main line trenches to hold them happy prisoners. Let's go, you and I, all in unison, as an army so molded as one unit from water boy to President, that this army of the public cannot escape us.

—E. H. Utley, Jr.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"Since I bought a car I don't have to walk to the bank to make my deposits."
"Ah, you ride there?"
"No, I don't make any."—Temple Topics.

! ! !

"And if I take the job I'm to get a raise in salary every year?"
"Yes, provided, of course, that your work is satisfactory."
"Ah! I thought there was a catch somewhere."—Thomas Topics.

! ! !

Visitor—What a charming baby, and how it does resemble your husband!
Hostess—Gracious, we adopted this baby!

! ! !

"Mother," said the small boy, "do they have electric plants in heaven?"
"No, dear," replied the mother, "it requires engineers to build electric plants."

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

Pantagraph time and now our editor says we must get our news in even earlier—so what to say? That's the question. Let's see what was whispered to me this week as news for the "Pan."

First:—The Christmas holidays and festivities don't seem to have caused any serious casualties except for a few mild cases of the flu which is "fluing" around this office as well as many others. Ed Lewis, John Fraley and Geo. Gensch were forced to be absent several days because of illness, and my, such a coughing and sneezing from the rest of us. By the way, what has become of our morning and afternoon recess and fresh air class?

Mabel Barber is confined to her home recovering from an operation. We surely wish Mabel a speedy recovery and hope to see her with us again in a short time.

Mac's Pipe

Everybody around here says they had a wonderful Christmas, but some of the fellows are terribly jealous of Mac Bernethy for the partiality shown by the girls (?) of the office. The day before Christmas Mac was presented with a box which when opened revealed a brand new pipe and a plentiful supply of matches. The girls decided the old one simply couldn't be endured another year. Here's hoping the new pipe gives the long and faithful service of its predecessor, but doesn't talk about its age quite so much.

Betty Gay said she liked scarfs, so on Christmas she was showered with them. How do you like them? Betty is saving the red one for especially cold days.

Florentine Luchtman had a party on New Year's Eve. That's all we know, but guess it was a real party. Maybe she'll tell you more about it if you ask her, or maybe you were there and know all about it.

Christmas Party

Sylvia White entertained her bridge club on December 19th with a Christmas party. Bridge was played at three tables, and after delicious refreshments were served the girls exchanged gifts, and they all say Santa Claus brought them exactly what they wanted. Mrs. White is Mitz Larson's sister, so is one of the South Shore family also.

The other bridge club held their Christmas party at the home of Martha Rawlings. At 6:30, Martha served a delicious dinner, and then bridge was played until time for the exchange of gifts, and, oh boy, what a lot of lovely things.

Dorothy Sprencel entertained her bridge club on January 2nd at her home. Prizes were won by Esther Peters and Elsie Hileman (mine low, of course). On the same night, Betty Gay entertained her club at her home on Wabash Street, and Mary Phillips and Rose Mentag won the honors.

Tea Room Party

Don't you fellows wish you could go to some of our parties? You don't know what you missed at the Old Homestead Tearoom on December 20th. Twenty-five of the South Shore office girls were present and, say, did we have a good time? The party was unanimously voted a huge success. How about having these get-together luncheons oftener?

We can't find out any news about most of the men around here. They're all so bashful, they shun publicity or notoriety, which ever you wish. Any contributions thankfully received.

Concessions

Esther Kaylor
Correspondent

First of all I want to thank every girl for the beautiful Christmas gift given to me.

Ophal Emerson, now Ophal Dimmick, has joined us again. She is now at Hammond station.

Una Owens, one of our Gary girls, was very much slighted because her name did not appear in last month's PANTAGRAPH. Here it is, Una. This young lady has been in our service nearly two years and is well liked by all the girls.

Our noon day lunches at Michigan City are becoming very popular. We certainly have some wonderful cooks, so the boys say. Try it for yourself and find out.

Ethel Ward and Edna Smith have been sick for one week. We are glad they are better and with us again.

Ruth, we would like to have you count the cellar stairs so you will know when you get to the bottom without falling. Ruth sprained her ankle falling off the last step.

General Offices

M. J. Naughton
Correspondent

Happy New Year to each and every one of you. Let the dead past bury its dead; let bygones be bygones. About this time of the year we are guilty of just a wee bit of sentiment—certain thoughts and feelings seem to strike in deep; and we should be glad of it, for where there is no sentiment, no romance—there is no gratitude, no real love of fellowman, and life is barren and forlorn. As a New Year's resolution may I offer Degraco's suggestion:

"Build as many friendships as you can crowd into the calendar—don't be content with financial and social gain, intangible as the rainbow across the sky; but rather build something that will endure—a treasure for later days. It's more than a resolution—it's a promise, a guarantee of happiness throughout the year."

The South Shore Office Girls' Christmas Party on the 21st is now only an echo—but the twenty-seven girls present will tell you it was the happiest, jolliest and the best enjoyed party they ever gave. A fine Christmas dinner, served at beautifully decorated tables, seating four each, in the cosy Homestead Tea Room. Mrs. Long, the proprietress of the tea room, served one of her most delicious meals, as twenty-seven hungry women will attest. All were in gala attire and in fine holiday spirit to welcome old Santa Claus, who distributed gifts to each of the girls. Who was Santa Claus? That would be telling. Many of the girls remained to play bridge and receive beautiful prizes—a few, for instance, Marie, had to hurry away to keep dates. Will you ever forget the look on Marie's face as she proudly displayed her Christmas gift of a watch—it used to be a "gold watch and chain" in the back of away-back-when, and later it was a wrist watch—but Marie's was different—in her words it was a "WONDERFUL" watch. Ho, hum, girls, better start your fancy work for me-thinks the "showers" will soon start. Well, anyhow, here's wishing them luck—and who'll be next? The Christmas party was such a howling success that the girls are seriously thinking of having a dinner meeting each month as a means of getting together and having a good time.

Celebrations

How did you celebrate New Year's Eve? A Fort Wayne paper contained an article saying that some would go to church and attend Watch Parties—others would attend New Year's Eve revels—but the majority would neither attend a watch party, nor a gin party, but would remain at home and be decent. And a window-peeper saw a crowd of dignified officials who stayed at home and celebrated—and what did said W. P. see? None other than Clemmie, who guards the safety of the railroad, standing on one foot and playing stork. A dignified transportation official on hands and knees "riding a horse to Danbury Cross." Another, a church dignitary and the wife of a prominent official, dancing the Black Bottom—ho, hum, hum, enuf said!! But we all welcomed the New Year in our own respective ways, and went to bed happy that another year had passed into history.

Can You Picture

Frederic breaking a poor girl's heart?
Florentine not saying a thing?
Frank turning down an invitation to lunch?
Jack making his feet behave?
Lilah getting up early to cook breakfast?
Louis taking hikes in preference to motoring?
Marie putting on more weight?
Lloyd seeking professional engagements for the Maroon and Orange team?
Betty all dolled up and no place to go?

ALONG THE SOUTH SHORE LINE

Florence with a straight and sober face, and very dignified?

Mary P. sitting idle with nothing to do?

Mabel not knowing what to do in a new job?

Mack running a marathon?

Joe wearing smoked glasses so as not to see the pretty girls?

John without a smile and with a grouch on?

Energine on a reducing diet?

Martha with a heavy date?

Walter Kroedell chewing gum?

Jim Heath out for a good time and not on the job?

Rose with a long dress?

Elsie looking at the world with sour eyes?

Sam not caring whether the cars pile up at the NKP or not?

Jerry being selfish and not caring how the other fellow gets along?

Izzy not being accommodating and on the job?

Raymond sitting idly by and not caring how the railroad runs?

Albert K. saying "let the public go to tarnation" or words to that effect?

Of course, we all know the South Shore Road starts from South Bend—but lest some of you may not know that the South Bend station is manned by two of the best looking and most accommodating men on the line, it will be my pleasure to introduce to the readers of the PANTAGRAPH, the two ticket agents, who are truly said to be the men "with a smile who sell South Shore Service." South Bend is always a busy place—but particularly during the football season with its crowds, and with the good natured chaff and "kidding" of the students, if Walter and Pete were not the good natured fellows they are, the South Shore would not have the friends it has. I asked them to tell me something of themselves, their ambitions, their pleasures, and so on—and just to show what modest chaps they are I will quote them verbatim:

Walter

Meet Walter C. Eggert, day agent. Alert, smiling, accommodating, always ready to do a favor. Hear what Walter has to say of himself:

1. My ambition is, to be fair and square with people; and, if necessary, I am willing to go out of my way to be accommodating.

2. I am interested in all outdoor sports.

3. I attend church regularly, try to lead a Christian life, and am bringing up my children the same way.

4. I love travel, and particularly am interested in natural scenery.

5. Love to be at home, and play with my son and daughter and enjoy their games, as I feel I am still a kid myself.

6. I am a willing student, love to read and listen to other people's opinions; and carry out instructions to the best of my ability.

And there you have the sum total of one of our successful day agents.

And here is the night agent, Pete Gillis, whose perfect white teeth and smile should adorn some dentifrice ad. No, girls, Pete is not married, and hasn't even a steady. I will let him tell of himself:

Pete

1. My ambition is to be a success in the business world.

2. Always interested in all sports—played some during my high school days.

3. Try to be fair in my dealings with the other fellow.

4. Seek knowledge through reading and study, and later hope to be able to travel.

5. I attend church regularly.

6. My greatest interest at present is in my work.

7. Find my greatest pleasure in my home.

8. Interested in music—play the trumpet.

Mighty good recommendation for a young fellow, is it not? Clean cut, fair and square. The South Shore is fortunate to have its business in the hands of two such capable men.

And speaking of the South Bend station naturally makes one think of the Traffic Department located on the second floor. What I have said for the Ticket Office goes for the traffic crowd also, Al Oberfell, Veach, Sausaman and Steffaniak, attentive to business, alert and on the job, and always ready to help out in any situation. Ever see Al Oberfell with his two good looking sons? If not, you have missed something—true picture of domestic happiness!

"The finest endowment policy ever bestowed upon a man is the ability to work, the desire to work, and the enjoyment of work."

—Brownell.

As the PANTAGRAPH goes to press, on the sick list we find the ever popular and accommodating Heiney, who for several days has tried to battle with an oncoming attack of flu only to be sent to bed for sure. Hurry back, Heiney, for we all miss your winning smile and greetings. There is one girl who can hold her temper and her tongue also, when some one tries to tease her. We all miss you and hope for your speedy recovery.

Miss Florence Bihlmeier, of the Communication Department, spent a week down on the South Shore with us. Florence made many friends who will be glad to welcome her at any time they see fit to send her down here. Ed Hall certainly knows how to pick employes, as the crowd down here will testify. We enjoyed having Florence with us, and moreover were glad to meet Bill Pendleton of the Traffic Office. Bill and Florence, you have a standing invitation to all South Shore AERA parties. Come again.

See Jack Weber? Jack's clever printing makes him a favorite with the girls. All cards for showers have some of his fine pen and ink sketches; cards sent sick friends are adorned by Jack. No matter what the occasion the artistic touch of Jack's pen adds to the occasion. Accommodation is Jack's middle name—but how the PANTAGRAPH readers do miss his articles. Some think Jack has dropped out of the scribes—not so, he will again shine forth.

Jack

J. K. has recovered from his recent attack of flu—back on the job again, and twelve pounds lighter in weight. Hear him tell of how every pound you lose makes you that much younger—says he is going to live to be the age of Methuselah, and will always be young.

Mabel Farber is very much missed around the office. Santa Claus was not very nice to Mabel, as the day after Christmas she was taken to the hospital and underwent an operation. Oh, well, every day cannot be a sunshiny one, and here's hoping that Mabel will be back in the fold very soon and as peppy as ever.

Has Operation

And now word comes from Texas that none other than Charles Ludden has also submitted to an operation and will not be back as per schedule. We are all anxious to have you back, Charley, and some more so than others—you know. "Oh, oh, my operation!"

Our friend and neighbor who signs your Northern Indiana passes, Winifred Wells, has gone and got married—but luckily the railroad cannot get along without her, and she is back at her desk—but we will now call her Winifred Wells Stage. Congratulations and all good wishes from the South Shore to you, Winnie.

Passenger Agents

W. C. Eggert
Correspondent

Night Agent Gillis of South Bend has been making trips to Milwaukee quite frequently. Wonder why?

Miss Tolley of the concession stand has an awful cold and she hasn't been able to get the right brand to cure it.

Ed Luckey, the day porter at South Bend, says it takes two days to celebrate Christmas, one day to celebrate and one day to get ready to work the next morning.

Conductor Field received some very useful Christmas gifts. Among them was a toy bull and a toy gun. Evidently Frank is going to start to shoot the bull.

South Bend Terminal

C. W. Veach
Correspondent

The grand event of Merry Christmas and Happy New Year is over and now we have a little time to think. It is marvelous how young and childish we all are at Christmas time, yet when it is all over we pause a moment and think of ourselves and others, and wonder how it is possible for us to be so kiddish for a few days.

Be yourselves, which you will when you awake from your fairy dreams. Now among our friends we can hear such remarks as these: Toney Soebecki saying, "Son, get your poor old dad's shoes this morning." H. W. Sausaman saying, "Well, I don't believe they will ever ask me to play Santa Claus again as I am so old that I'm unable to have the pep of an ideal Santa Claus." Esther Kaylor saying, "Now run and get your grandmother's specs." Glenn Sheetz and Betty Tolly saying, "We were born in the early eighties, but can remember very well when Abraham Lincoln was elected President of the U. S. A." Pete Gillis says he is now obliged to wear silk pajamas on account of old age. Frank Steffaniak says, "Dick, get your old dad his cane this morning as my rheumatics are awful."

Walter Eggert saying, "Well, I've sold tickets to about all the people in the world, and have fought a good fight and kept the faith and now am ready to kick in."

A. J. Krueger saying, 'That's nothing, I sold tickets to George Washington, then after that came to Kentucky with Daniel Boone, and to the northern part of Indiana with LaSalle."

Andy Culp, noted writer for the PANTAGRAPH—his body was found petrified in an ancient tomb near the Pyramids of Egypt. Now the mummy of Andy Culp can be seen on exhibit in the Field Museum, at Chicago. Mrs. Culp is still living.

These are only a few foot prints on the sands of time.

South Bend Freight

Evalyn Knight
Correspondent

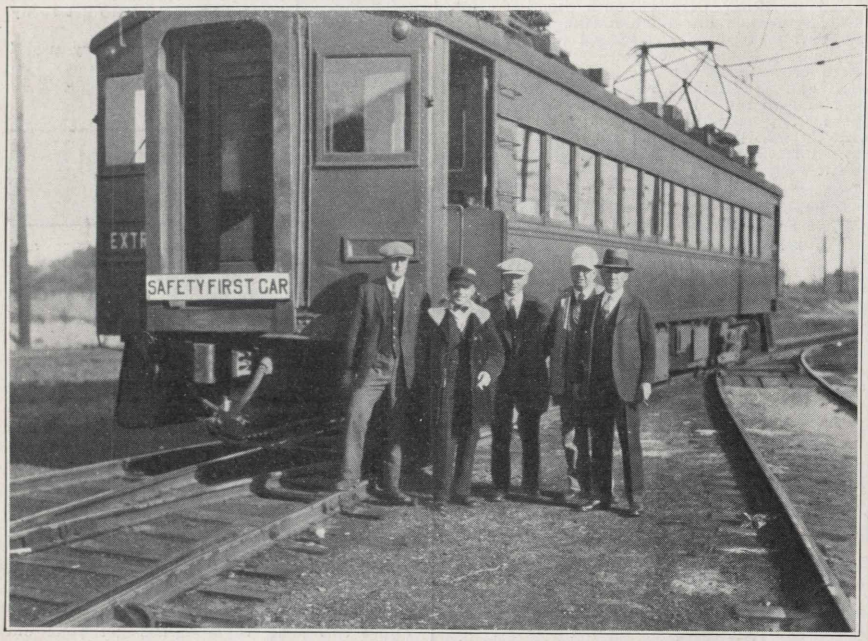
We all believe in Santa Claus now. Everybody got just what he asked for. The day before Christmas, Mr. Oberfell brought a generous-sized package to the freight office and said that Santa had left it for us. The package proved to hold a number of smaller packages, one for each employee, and when they were opened behold, Santa had read all our letters and supplied all our wants from his magic bag. Mr. Culp, you will remember, asked for a tricycle, but Santa must have thought that was a little behind the times, and gave him a clever aeroplane instead. Now Mr. Culp can make his trips in double-quick time. Dear Old St. Nick must have been short on little red wagons, 'cause Mr. Chouinard got a little red automobile and now there is continual discussion regarding the respective merits of the cashier's Packard and his sport-model roadster. George Varga received his pocketbook guaranteed to hold money (provided he has any) and his pipe, but Santa forgot the tobacco. Perhaps he intends to bring that next year.

Pencils for Jim

As to the pencils for Jim Kline, just watch him as he works with them. One must be from the star football fan and the other surely speaks for itself. No danger of these fading for some time, the colors are so brilliant they can be heard a mile. Roscoe, Chester and Henry must have been pretty good little boys last year, as they got their candy canes. Mr. Taylor liked his cap very much, red tassel and all. There was only one thing wrong, and

ALONG THE SOUTH SHORE LINE

The Safety Squad



W. W. Clemmons, private car, and staff. Left to right: Al Keeler, Assistant Roadmaster; Charley Derrico, Conductor; Frank Ransom, Collector; J. T. Montgomery, Motorman, and the well known Safety Engineer himself.

that is that it was only 36 sizes too small, but says he can wear his other caps over it instead of under it and that will make it all right. Tom McCaskey received his soldiers and we are confident that in the future he will be a second Napoleon. Congratulations are in order for John Shires. He says this diamond ring will save him buying one later.

A tragedy has befallen Jimmy Rensberger since Santa left him his companion, a nice little baby doll. Someone kidnapped it and Joe Friedline is out looking for the culprit with his new air rifle.

Flu at South Bend

Old man "Flu" has been very busy here. Among those who have been off for several days or more are Mr. Chouinard, George Varga, Jim Kline, Roscoe Arnold, Joe Friedline. Mr. Chester Moyer helped out during the absence of the regular members of the force, as did Dan Tolley.

Things have been very quiet here during the time between Christmas and New Year's. Everybody seems to be recovering from the Christmas rush.

By the way, everybody seems to have had a good time at the Christmas party, when everyone forgot his dignity and entered into the merriment of the evening. I suspect that others besides the kiddies wish that Christmas came oftener than once a year.

A little bird has whispered in ye ear that some valuable jewelry is being displayed at the Hammond freight office. In other words, Miss Schroeder, the cashier, is now wearing a diamond ring. We know one man from the little town of Oak Glen who is very lucky.

Promising Artist

Who would have thought we had a rising young artist in our midst? Henry has taken up drawing, but his talent seems to be limited to pictures of hearts pierced with arrows. He is practicing so diligently that sometimes he forgets just where he is drawing these pictures and uses the Hammond waybills for practice paper. At least some were found decorated in this manner. And that isn't all, Hank seems to be very anxious to bill all the freight that goes to the station mentioned. We think there must be a reason, in fact, Hank has never ceased to talk about the Christmas party. Remember, Mr. Ferner has a fair addition to his office force.

Traffic Department

C. L. Binger
Correspondent

Clarissa Ely spent her Christmas day at home in Valparaiso. Came back and has told us unheard of yarns about how Santa Claus flew over the home town eight or nine times before he sighted the town. Seems as though the town lights are turned out at nine P. M., and the darkness fooled old Kris.

Santa brought Ruth Mechner a new wrist watch.

Bill Jones is gradually getting back to his old form. He said he didn't know a bed could get so hard.

Johnnie Kilnowitz and Floyd Metzger have been doing a lot of mysterious whispering lately. The secret finally got out—Santa Claus brought them each a pair of spats.

Dwight G. Wood is back on the job after having a siege of the flu, mingled with an infection in his eye.

Speaking of "flu," our illustrious Boss was one of the victims, along with his entire family. Everybody at his house reported "much improved."

Stanley Stahl, our Junior Clerk, doesn't believe in Santa Claus any more—he wore out three pairs of shoes running around the business district just before Xmas.

Fresh Air Battle

We anticipate taking up a donation for our cold blooded members. We want to buy electric heating pads for them, in order to insure their comfort. Yes—the battle still rages, but not so severely. Seems as though the fresh air hounds gained a couple inches on two windows making the total 4 inches of space to take on fresh air. Every little helps though. Can anbody offer suggestions?

Can't get a peep out of Daisy Crabb any more. Daisy used to be a reporter on the staff of the Knox (Indiana) Daily Gimlet. However, she has a keen twinkle in her eye, and we suspect a deep secret chained to her innermost thoughts. Daisy, why keep us in suspense that way?

Bill Pendleton is celebrating St. Patrick's Day early this year. Sporting a brand new green necktie. Now Bill, what did you say to Santa Claus to bring on that tie. Speaking of Santa Claus, Floyd Metzger sports a new green tie this morning.

We quote Lady Cam in R. H. L.'s "Line" viz: "Dick: I've said it, I've saided it. This morning on the damned L when he stood over me with his gray gloves, and his red tie, and his blankety blankety SPATS, and his green hat, and his damned hair tonic, and, Oh, Hell, anyway I said it! 'Have my seat, Miss; have my seat'." Now, in reading this, I just wonder why Messrs. Metzger, Kilnowitz, Frantz, Binger and Petersen blushed such a beautiful crimson.

Coffee? See Les

Leslie W. Hodgetts is spinning around between working calls trying to keep his many eager coffee customers supplied. You remember, Les is subbing for Bill Jones, and doing a good job. Coffee is hot, customers, if you are in the market ask your boss or get in touch with Traffic Department. Highest quality, lowest price, best of service, and complete satisfaction—more coffee—more car numbers.

Let's all go out to Bill Jones'. Some kind friend sent him a ham. Luscious is the word to use here.

If you see Jamie, ask him to tell you "the best proposition he had today."

Jack Fraunberg looked in his desk expectantly for a letter case, and failed to find it, much to the amusement of Dwight and Jamie. He sought other items of his personal and private possessions, but we can't say whether he found them or not. Jack walks around now with his hands in his pockets. Maybe he fears someone will take something from him by force—we recommend insurance, Jack—you know, a word to the wise, etc.!

THE WINDY CITY MAKES GOOD ITS NAME AND PICKS A MEMBER OF OUR DEPARTMENT FOR ITS VICTIM!

Dwight Wood was racing along the street in front of the postoffice, and the wind picked his hat, landing it in the runway where mail trucks are wont to traffic in and out. When the hat was retrieved it resembled something the cat had dragged in. Dwight came in, in a very irate manner, with his hat in his hand. We all wondered what caused his respectful gesture, until we saw the hat. Naughty old wind!

Safety Meetings
February

1st—Freight Station, 1:00 P. M., South Bend Terminal.
1st—Mechanical Department, 2:30 P. M., South Bend Terminal.
4th—Signal Department, 7:30 A. M., Michigan City Shops.
4th—Mechanical Department, 11:00 A. M., Michigan City Shops.
4th—Freight Station, 1:00 P. M., Michigan City Shops.
4th—Bridge and Building Department, 3:45 P. M., Michigan City Shops.
5th—Electrical Department, 8:00 A. M., Michigan City Shops.
5th—Mechanical Department, 2:45 P. M., Gary.
6th—Trackmen, 7:30 A. M., Gary.
6th—Trackmen (Special Car), 8:30 A. M., Gary to South Bend.
6th—Crossing Flagmen and Gatemen, 5:30 P. M., Gary.
7th—Freight Station, 1:00 P. M., Gary.
7th—Freight Station, 2:00 P. M., Calumet.
7th—Freight Station, 3:00 P. M., Hammond.
7th—Freight Station, 4:30 P. M., Hegewisch.
7th—Freight Station, 6:00 P. M., Kensington.
7th—Trainmen, 10:00 P. M., Kensington.
11th—Trainmen, 8:00 A. M. to 8.00 P. M., Randolph Street.
11th—Mechanical Department, 2:00 P. M., Randolph Street.
21st—Central, 1:45 P. M., General Office.

Thrift will give you an independent income when you become too old to work.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 FEBRUARY, 1929 No. 2

ACCEPT DESIGN FOR MEDAL

INVESTMENT FUND FOR ALL EMPLOYES TO START MARCH 1

Subscriptions, Based on Pay, to Run 40 Months, Buy 7% Midland Stock

A savings and investment fund for employes will be established on March 1.

The fund will be operated by the Midland Cooperative Investment Company, which was organized to promote and facilitate savings and earnings by employes of the companies in the Midland group.

Subscriptions to the fund will cover a period of forty months and will be terminated on July 1, 1932.

Payment Plan

Subscriptions to the fund will be on a $100 unit basis. Monthly payments will be at the rate of $2.50 per unit. The amount that may be subscribed for, will be based on three or five per cent of the monthly salary of employes. The amount subscribed for cannot be increased or decreased during the subscription period.

First payment into the fund will be made by those on the semi-monthly payroll on the first pay day of March. Those on the monthly payroll will make their first payment on March 31.

6 Per Cent Interest

Interest at the rate of 6 per cent per annum will be credited semi-annually on all installments which are paid promptly.

Subscriptions will be payable as to principal and interest in Class A 7 per cent preferred stock of the Midland Utilities Company. At the expiration of the subscription period, subscribers will receive as many whole shares of the stock specified as the amount of cash paid by the subscriber plus interest credited to his or her account will purchase at the price of $90 per share. The balance will be paid in cash.

The Company will, in addition, pay to each subscriber in cash at the end of the subscription period, his or her pro rata share of the surplus earnings of the Company which may have been accumulated.

Auditor to Handle

Subscriptions and payments into the fund will be handled under the direction of E. H. Utley, Jr., Auditor.

Subscription blanks and a booklet containing the rules and regulations governing the operation of the fund by the Midland Cooperative Investment Company, will be distributed to the employes within a few days.

All employes of the Company are eligible to subscribe to the fund. Subscriptions, however, are entirely voluntary.

HOLD FIRST AUDITION TESTS FOR NEW SOUTH SHORE MEN'S CHORUS

Mitchell, Appointed to Direct Singing Group, Has Long Record in Music

The second audition meeting of the newly-formed South Shore Line Male Chorus, under the direction of Fred Mitchell, Special Accountant, was scheduled for Thursday, February 14, at 7:30 P. M., in Korns' Music hall, 115 West Seventh St., Michigan City.

Candidates for the chorus, of which there were more than 30 remaining, were to appear and try out their voices at this meeting. Within a week after it, according to plans, an organization meeting was to be held and officers for the year elected.

Qualified to Lead

Mr. Mitchell, who has volunteered his time and experience in the conduct of this new booster feature for South Shore Line employes, has the highest qualifications for his position as director. He has done choral directing in the choirs of the Fourth Presbyterian church, Chicago, St. John's Episcopal at Wichita, Kan., Bird Memorial, Chicago, Church of the Covenant at Washington, D. C., and now directs the choir of the First Presbyterian church in Michigan City. In all he has been interested in music professionally for more than fifteen years.

Those who up to the time of writing, have signed up for the chorus, which promises to become an outstanding representative organization of South Shore employes, are: W. A. Sausaman, George Segnitz, H. F. Kirk, C. G. Schuffham, W. J. Mallon, A. M. Boller, J. C. Weber, F. L. Winegar, G. E. Gensch, C. E. Connelley, A. J. Conner, E. R. Lewis, F. G. Williamson, R. G. Hotchkiss, C. H. Fritz, B. L. Russell, J. V. Fraley, J. A. Sack, L. E. Bantz, C. R. Mozer, C. Platt, C. Whalen, H. Harbart, E. W. Drake, Ray Glassman, Frank Silakowski, Anthony Knoll, Otto Kienitz, J. A. Kelley.

Francisci Pattern Adopted as Midland Life-Saving Award

First Citations to Be Announced In Pantagraph, Presented In Company Meeting

The design for the life-saving medal created by the Midland Utilities Company for award to employes of our Company and other subsidiary companies in the Midland group has been accepted.

The medal is the work of Anthony de Francisci, well known New York sculptor, who designed the current U. S. Silver Dollar, the U. S. War Department Insignias and several medals which have achieved wide recognition.

Announcement of the first awards to employes of our Company will probably be made in the March issue of THE PANTAGRAPH. The initial presentations covering the full calendar year of 1928 will be made at some important employe function, later to be designated.

Made of Silver

The medal, which is known as the Midland Utilities Medal will be made of silver. It will be awarded in two different designs, one for heroism in connection with the saving of human life and the other for life saving by resuscitation or in any other manner.

On the face of both medals, in bas relief, appears a powerful, god-like figure bearing in his arms the limp body of another. Man's relentless enemies, the elements in nature, are represented in the background. The year of the founding of the medal—1928—and the inscription—Midland Utilities Medal—appear on the obverse or face of the medal.

Taper Symbolizes Life

The reverse side of the medal, cast in two designs, bears a half-burned taper, symbolic of the course of human life, and an inscription reciting the act for which the medal is awarded. On the one medal are inscribed the following words: "Awarded in Recognition of Great Public Service and Heroism in Saving Human Life." On the other appears the inscription, "Awarded in Recognition of Great Public Service in Saving Human Life." The name of the recipient and the year of awarding, will be engraved, in each instance, in the space below this inscription.

(Continued on Page 2, Col. 1)

Midland Utilities Medal

Above—Obverse or face of Midland Utilities Medal to be awarded employes for life saving. Below—Reverse sides of the life-saving medals, reproduced in actual size, showing symbolic treatment of subject and distinguishing inscriptions.

DESIGN OF MEDAL BY FRANCISCI ACCEPTED

(Continued from Page 1, Col. 3)

Howard H. Adams, chairman of the committee on awards, announced that the committee is investigating applications for the awards, but that no medals have yet been awarded.

J. M. Brodbeck, secretary of the committee, has issued a bulletin urging employes to report immediately to department heads any accident involving the saving of a life in which they have participated.

GARY BASKET MEN RIDE SOUTH SHORE

Twenty-five members of the Horace Mann High School basketball team of Gary, accompanied by a large contingent of rooters, took the South Shore Line to South Bend, Saturday afternoon, February 2, for a game with the South Bend High School.

This party had a special South Shore Line car attached to a South Bend Limited train.

ACCOUNTANTS TO HAVE MORE ROOM

South Shore Line is building an addition to the general office to be ready for occupancy by May 1.

The addition will enlarge the floor space of the Accounting department by approximately 2,000 square feet, running 28 feet east of the present building and 81 feet to the back.

Additional space has been necessitated by the rapid growth of our passenger and freight business and its attendant expansion of accounting needs, Mr. Utley says. P. H. Lorenz and Company, construction engineers, will do the building.

SPEAKERS LAY PLANS FOR ANNUAL DINNER

The South Shore Speakers' Association laid plans for its mid-season dinner at the February 1 meeting in the north room of the Michigan City terminal.

Approximately twenty members will be eligible for the dinner, which probably will be held in the Manufacturers' Club, Michigan City, probably the night of February 14.

According to a report made by John Inman, Secretary, at the February 1 meeting, the average attendance so far during the year has been nineteen, and an average of more than two prepared talks have been presented at the meetings. The majority of members are ready now to make appearances in public, and a drive shortly will be undertaken to make speaking dates in the territory.

CHICAGO BUREAUS MAKE 1928 REPORT

The Outing and Recreation Bureau, a free service of information to the Chicago public on "where to go and what to do," and the Own Your Own Home Bureau, organized to provide prospective home-owners reliable data, served nearly a million people during 1928.

Actual figures as contained in the annual report of the two bureaus, which are located at 72 West Adams St., in the Edison building, show that the Outing and Recreation Bureau answered 259,888 direct inquiries and gave out 504,226 copies of free literature. The Home Bureau answered 3,479 inquiries and gave out 61,290 pieces of literature. In addition to this 89,339 persons visited the Bureaus and obtained literature from the racks without inquiring.

OPEN 3 NEW FREIGHT SERVICE TRANSFERS

The South Shore Line has put into service during the past month three new freight connections with steam railroads.

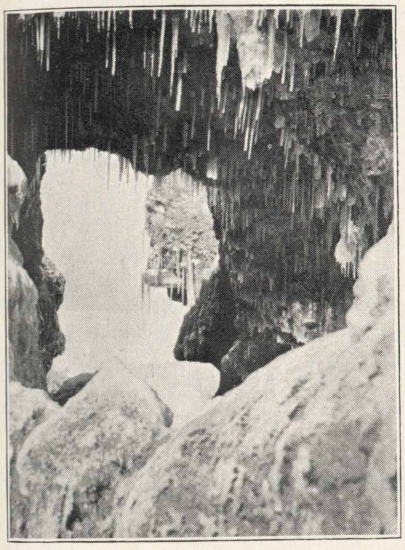
Completion of the Monon-Michigan Central interchange layout, just west of Michigan City, opened up a 600-foot four-track transfer which has required three months to construct.

Both Electrified

Two 19-car interchange tracks connecting with the New York Central Railroad just west of South Bend also have been put in service.

Both interchanges are electrified for use of South Shore Line electric locomotives, and a light type catenary overhead is employed.

The Lake Front in Winter



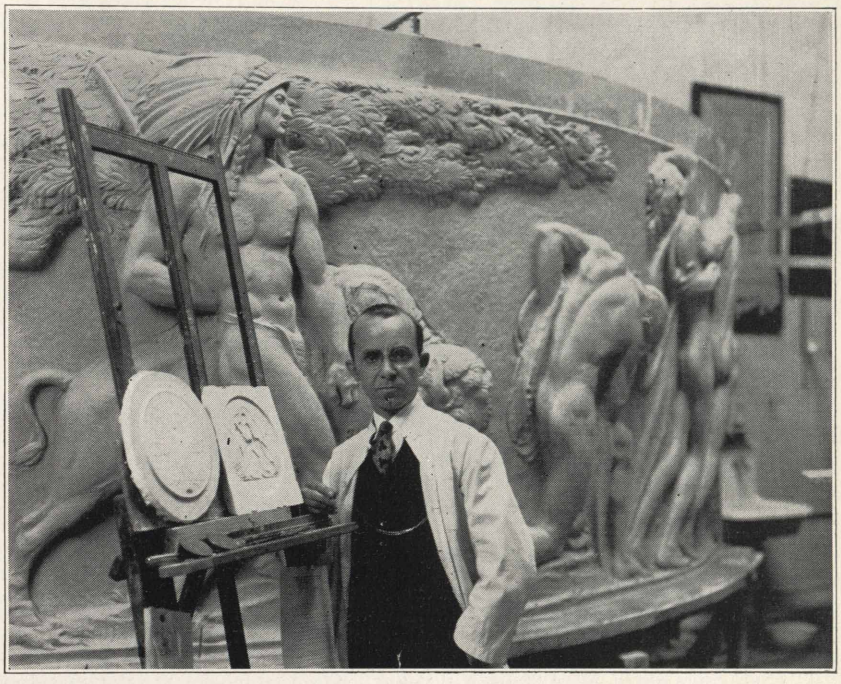
By E. R. Milhous, Motorman

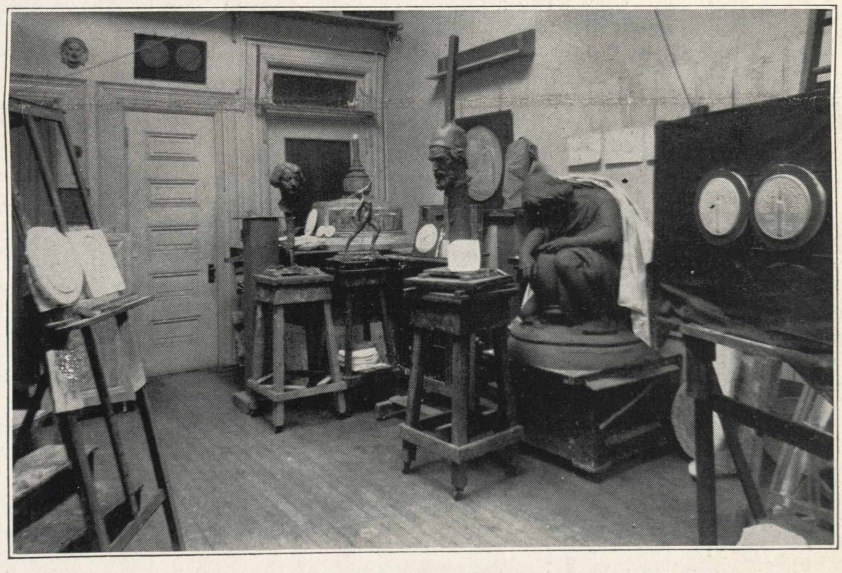
I am quite sure that every reader of The Pantagraph who lives in Michigan City is well acquainted with the many attractions that our lake front affords in the summer time for the owner of a camera, be it a Brownie, Graflex or Cine. But how many are acquainted with our lake front in winter, equally attractive after wind, waves and cold have built icebergs, ice fields and floes, and afforded an unlimited field for the camera enthusiast. Remember, however, photos are not to be obtained without some effort and exertion. You will encounter hard climbing and walking.

The accompanying view will speak for itself, I am sure. Not every winter affords views like this. Sometimes you will find the most interesting subjects on the west beach and again on the east beach or the harbor entrance. Some of these views were taken a quarter mile from the shore. Others I have taken of the pier from the lake side show large icicles, an ice field toward the highest berg on the west beach, about 45 feet high and some distance from the shore; mountains of ice, and the ice bridge. Others are of the park entrance and pier and the overhead walk to foghorn house. These were taken after a big storm a few years ago. Any of them can give you some idea of how hard the wind blows to pile ice up on a level with the overhead walk.

NOTE: More of Mr. Milhous' remarkable pictures are to be shown in later issues of the Pantagraph.

Medal Designer and Studio





Above—Anthony de Francisci, well known sculptor, in his New York studio at work on the Midland life-saving medal. In the background is a large historical tableau which is being created by Mr. de Francisci. Below—A corner of Mr. de Francisci's busy workshop where many famous pieces of sculpture, the current United States Silver Dollar, the James H. McGraw Medal for Achievement in the Electrical Industry and many other well known medal designs have been created.

SOUTH SHORE LINE PUTS ON NEW CARS

Ten new steel passenger cars for the South Shore Line have been delivered and six have been put in service.

The other units, all motor cars, will be turned out of the shops during the next two or three weeks.

On inspection and testing at the Michigan City shops of the South Shore Line, they go in operation without delay. All are of the latest design Pullman type, with bucket seats similar to those now in use in a large number of South Shore Line cars.

Ten Next Spring

The cars were built by the Standard Steel Car Company of Hammond, Indiana. This company now has an order for ten more steel cars, five motors and five trailers, which are to be delivered in the spring.

Total To Be 69

On completion of the latter order, the total of modern steel passenger cars introduced on the line since the change of management in 1925 will be 65. Including the four dining and parlor observation cars, which are likewise steel and of the latest type, the total reaches 69. Each one of these coaches cost approximately four times as much as the average home.

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.

D. C. Schnabel.....Editor

Vol. III FEBRUARY, 1929 No. 2

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

325

The Men's Chorus

The South Shore Line is fortunate in having among its employes a musician of the background and caliber of Frederic A. Mitchell, who is to direct the training of the newly-formed men's chorus.

Such an organization is of value to the company both within and without its own personnel, if it is properly conducted and presented. It is probable that no better qualified man of music could be found to carry on this work than Mr. Mitchell, even if the Company were to cast about on the "outside" for one.

Since he has volunteered his services, it is to be hoped that every man on the payroll who believes he is qualified to sing in the chorus will come out for it. Given the men and their willingness to carry through, Mr. Mitchell may be trusted to develop a group, representative of the railroad, that will do the railroad no little good among the people of the territory.

Glee clubs have always been popular. Quartets have always claimed the public fancy. This is our opportunity to bring into being not only a good chorus but eventually a good quartet for the ultimate benefit of the Company, since it is Mr. Mitchell's plan to form from a basis of the chorus a quartet that will rank with some of the famous railroad quartets of this country.

Let's come out! Let's make this project good!

What Does It Profit?

Paraphrasing the Biblical, what does it profit an employe that he gives of his spare time to Company affairs?

The South Shore Line maintains various outside activities: the A. E. R. A., the Speakers' Association, the bowling teams, the basketball teams, extension classes and others. Each has its following, and to his particular interest among these activities each follower gives freely of his after-hour time.

Often the statement arises among employes, "Why should I do these things? I get no credit for them. So-and-so does nothing aside from his work, and yet when the breaks come, he gets them and I don't."

This attitude on the part of the employe indicates a lack of understanding of the fundamentals of employe activities. The Company initiates such things largely for the welfare of its employes, and offers them in the spirit of friendliness and interest which it has in them. There is no obligation on the part of any one to take part in them. It is simply assumed that such things are desired by the employes, and therefore the Company provides them. Certainly they are not set up as practice targets for our people to shoot at, with the understanding that the best marksmen shall be rewarded best.

It is no uncommon thing, on this property as well as on many others, to find employes initiating things which the competent judgment of officials finds impracticable. When the projects are not permitted, there is sometimes a reaction which indicates that employes believe the Company is failing to take note of their interests. Yet too often when the projects do go through and employes are invited to participate, the reverse comment is heard, "What does it profit me?"

The answer to this question is familiar: The employe gets out of his outside activities exactly what he puts into them. The profit is to himself, to the degree that he adds to his mental, moral and social stature by so applying himself. If he thinks it will not profit him to do these things, he is simply anticipating the situation. It will not.

March Safety Meetings

1—Freight Station, 1:00 p. m., South Bend Terminal.

1—Mechanical Department—2:30 p. m., South Bend Terminal.

4—Signal Department, 7:30 a. m., Michigan City Shops.

4—Mechanical Department—11:00 a. m., Michigan City Shops.

4—Freight Station, 1:00 p. m., Michigan City Shops.

4—Bridge and Building Department—3:45 p. m., Michigan City Shops.

5—Electrical Department, 8:00 a. m., Michigan City Shops.

5—Mechanical Department, 2:45 p. m., Gary.

6—Trackmen, 7:30 a. m., Gary.

6—Trackmen (Special Car), 8:30 a. m., Gary to South Bend.

6—Crossing Flagmen and Gatemen, 5:30 p. m., Gary.

7—Freight Station, 1:00 p. m., Gary.

7—Freight Station, 2:00 p. m., Calumet.

7—Freight Station, 3:00 p. m., Hammond.

7—Freight Station, 4:30 p. m., Hegewisch.

7—Freight Station, 6:00 p. m., Kensington.

7—Trainmen, 10:00 p. m., Kensington.

11—Trainmen, 8:00 a. m. to 8:00 p. m., Randolph Street.

11—Mechanical Department, 2:00 p. m., Randolph Street.

21—Central, 1:45 p. m., General Office.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Customer, approaching the ticket office—I want a t-t-t-t-t-t—I want a t-t-t-t-t—I want a t-t-t-t-t-t—(snapping fingers)—I want a t-t-t-t——

Agent (impatiently): Well?

Customer—I want a t-t-t—Oh, well, I guess you'll have to send me by freight, I can't express myself.

—M. J. N.

! ! !

Teacher: "What are the two greatest menaces in the world?"
New Pupil: "Halitosis and Dandruff."

—M. J. N.

! ! !

A Belgian student was relating his experience in studying the English language. "When I discovered that I was quick I was FAST," he said; and "that if I was tied I was FAST, if I spent too freely I was FAST, and that not to feast was to FAST, I was discouraged. But when I came across the sentence, 'The first one won one one-dollar prize,' I gave up trying to learn the English language."

—M. J. N.

! ! !

The Treasury Department is reported to have received the following letter:
"Have received your application, but as I already belong to several orders, I do not care to join your Income Tax at this time."

—M. J. N.

! ! !

Joe Friedline contributes this: "I wonder": If it takes an hour and a half for a flea to walk across Niagara Falls on a piano wire, and two hours for a hard doughnut to sink in a barrel of applesauce, how many yards of pickled tripe will it take to make a pair of shoes for a baby elephant?

—L. E. K., South Bend.

! ! !

If it takes two and a half yards of cloth to make a coat and a waistcoat, what will it take to make a suit? A tailor.

When does a man sneeze three times? When he cannot help it.

Why does a tin whistle? Because a tin can.

Which travels the faster, heat or cold? Heat, because you can catch cold.

At what time of the day was Adam born? A little before Eve.

Which is the easiest way to swallow a door? Bolt it.

What is it that is always at the bottom of the class? The floor.

How do you get down from the back of a camel? You do not; you get it from a goose.

When is a clock on the stairs dangerous? When it runs down.

Why is there no such thing as a whole day? Because every day begins by breaking.

Why ought we to pity tortoises? Because theirs is such a hard case.

If you were riding a donkey, what fruit would you both resemble? A lovely pair (pear).

When is a baby like a cup? When it is a tea thing (teething).

Why is an old coat like an iron kettle? Because it represents hard wear.

What letter is it that turkeys most dislike? The letter "A" because it makes roost into roast.—Percy B. Pryor, in "What to Do."

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

Help! Help! My monthly yelp! Someone please give us some news.

Have you noticed that our Michigan City papers recently carried an announcement of the approaching marriage of Miss Marie Zorn, a popular young lady of this city, and did you know that the lucky young man is none other than the "Jimmie" Haller of our Car Accounting Department. Miss Zorn is a sister to Louis Zorn, the industrious young man in the Pay Roll Department. Our congratulations and very best wishes to Jimmy and his fiancee.

Many of our office force have become skating enthusiasts since the recent icy weather. It has been almost a case of skate or fall down around the office for several days.

Indications are that ground will soon be broken for the new addition to our office. The ground has already been cleared of all trees and shrubbery and is all ready for the actual work to begin.

Miss Lillian Kieffer is now employed as Stenographer in the Passenger Accounting Department in the place of Dorothy Bingamon, who has been promoted to Elliott-Fisher Operator in the Bookkeeping Department. Mabel Farber is also now listed as a member of the Bookkeeping Department.

Bridge Still Rules

Bridge is still the popular indoor sport. On January 17th Evelyn Kill entertained her club at her cozy little apartment on E. Michigan Street. Bridge was played at three tables, Loretta Lloyd and Alta Waynright winning the honors.

On January 31st Mabel Farber entertained at bridge and Elva Nicholson and Margarethe Coupland won honors. Ask the girls if the eats were good. UMMM?M-M-M! Were they? I'll say they were.

On January 17th Rose Mentag also entertained her bridge club. After bridge, prizes being won by Hazel Mell and Florence Hartwig, Rose served the girls with a delicious luncheon. On January 30th Dorothy Bingamon entertained at her home. The girls report a most delightful time, with Irene Daily and Rose Mentag copping the honors.

Asked some of our department for photos or snapshots, but they're all too modest. If you have any "snaps" of interest to our readers bring them to us. We'll be very glad to get them. Let's get eight pages of news in again.

Chicago Terminal

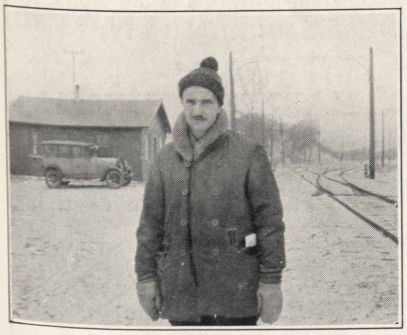
Merle D. Anton
Correspondent

Passenger business continues to grow. The icy pavements cause the wise automobile driver to leave his car in the garage. Why not leave it there until spring with the service we give?

This is not much of a secret now, but for those who have not learned of it, Motorman Sanford recently presented a very nice young lady with a beautiful diamond ring—I think it will be in the springtime.

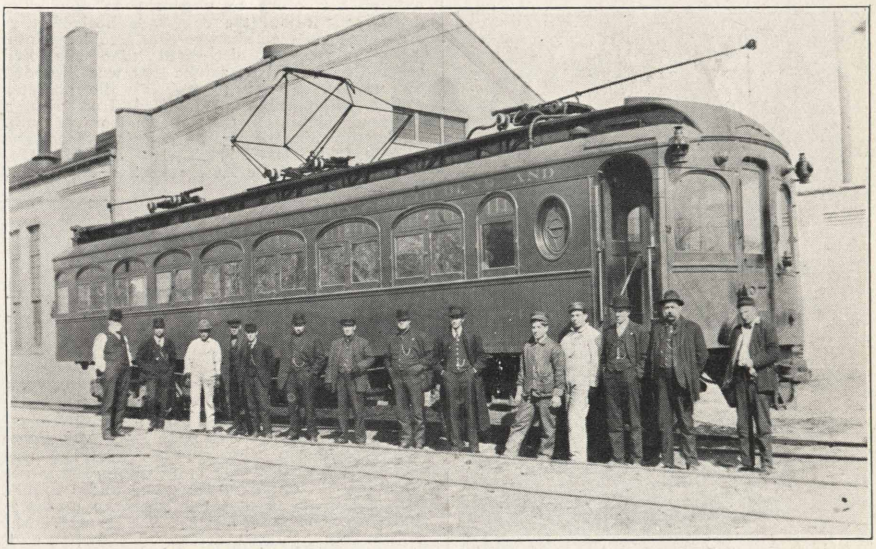
It was necessary for Baggageman Dunning to take a couple of days off to doctor a cold. Collector Duncan acted as baggageman during Mr. Dunning's absence.

Happy Jack, Etc.



John Kelley, in the role of light-hearted surveyor. John belongs to the great out-of-doors now.

Can You Remember Them?



This is another of those memory-testers for old timers on the line. Taken in the first year of operation of the old Chicago Lake Shore and South Bend Railway, it shows only four members of our present personnel. Left to right; Alva Parsons, "Doc" Thayer, Paul Atchison, Al Kull, George Reid, Sam Murdock, Joe Hurst, "Baldy" Smithers, Conductor Williams, D. E. Ferner, Sam Lathrop, Sam Kellam, Ed Milhous and Motorman Brown. Alva Parsons, Traveling Motorman, brought this one in.

Conductors

Louis Kriesel
Correspondent

Conductor Eddy is back to work again after a bad touch of the flu.

R. J. Taylor has changed his diet. It used to be coffee and Chesterfields and now it's Chesterfields and tea.

Plenty of fresh air and hard work caused Harry Stein to gain 73 pounds and 4 ounces in weight.

Russell Iseminger is about to take the fatal step. He is going to get married, boys!

Music Coming

Tunk Hill is organizing a Motorman's Band. He is practicing on a fife now. He would like to get in touch with any motorman who can play any kind of a musical instrument. He also is in the market for a good leader.

The South Shore is looking for male singers. How about Conductor Erickson and Collector Moore? It would be nice to hear the boys over the radio.

They tell me that Hugh Sutton has a new name. Someone heard him called Captain Jiggs the other day.

How was the pie, Arthur?

Concessions

Esther Kaylor
Correspondent

Michigan City and Gary Railways girls are running a contest on serving the most of their plate lunch specials. Gary Railways is in the lead so far, so I guess it will be up to our Michigan City folks to get busy.

We want to thank the South Shore office employes at Michigan City for their splendid co-operation in our Concession department.

Ruby Randolph is all-night clerk at Gary. I don't know, but the boys say she looks kind of sleepy by the time morning comes. I guess Ruby is not used to staying out all night.

Good News

Evidently Jerry, South Bend night clerk, is not used to such shocks as she received Saturday. Miss Kaylor gave her two days off together after working two weeks without a day off. When she was told this it took her several minutes to get her breath back.

Charlotte, our morning clerk in Gary, says she doesn't like to work Sundays as there is not enough work. Can any one imagine that?

"Sparkey" wants to know what Florence does with the toast she drops on the floor in the mornings.

Ask Mr. Krueger how he likes our home baked beans. Fay Miller says he raved for an hour over them.

Electrical Department

Charles Ludden
Correspondent

The old Flu-Bug has caught up with several members of our gang lately. The victims are Hank Thornsen, E. King and Curly Springs. Hank has been laid up for more than a month now, and we hope to see him back again in the very near future. King got himself a new pair of glasses in order to keep better track of the Line Car material and tools, and it is rumored that the first day he wore them he saw so many Things that he had never noticed before that it was necessary for him to stay home for a few days to recover. As for Curly, he has been using his own particular brand of cold cure for several months. He decided the danger was past and quit taking it, but the change was evidently too sudden because it was not long before he was put on the sick list.

Guy Hunt seems to be a reformed man since his recent marriage. Or perhaps it is

ALONG THE SOUTH SHORE LINE

Married

At a quiet wedding on December 24th, in the First Baptist Church of Hammond, Ind., Miss Opal Lucille Bellamy, daughter of Mr. and Mrs. R. W. Bellamy, of 12 Coolidge Avenue, Hammond, Ind., became the bride of E. Franklin Osborn, son of Mr. and Mrs. R. N. Osborn of 394 Hancock Street, Gary, Ind. The senior Mr. Osborn is one of our Signal Maintainers. Rev. J. M. Horton read the single ring service, in the presence of the immediate relatives of the young couple, at 4:30 p. m. The couple are shown above, with Miss Ivone Osborn, sister of the groom.

only the cold weather that has given him such a love for his own fireside.

Shelly has purchased himself a new Super-Exelentdyne radio and declares he gets Davenport now without a bit of trouble.

And speaking of marriage, sweethearts, and what-not. Red Clark has recently purchased himself a new tailor-made suit of clothes. What are you going to celebrate, Red?

Ed Curran has followed the lead of the rest of the gang and moved to Michigan City. To use his own expression, he rather likes our "Big Little City."

Since Earl Melton has had his new Ford his already great popularity with the ladies has just about doubled. I hear that he carries a club with him to keep them from running off with him. Consequently he is so proud of his little car that he hardly ever lets it out of his sight. I believe he even slept in it on one or two occasions.

Pete Mitchell is having the time of his life getting used to his new store teeth. Somebody played a dirty trick on him the other day and stuck a piece of caramel candy in his lunch.

Tiewire of the Telephone Department broke the rear axle of his high power Franklin and while he is fixing that he intends to give the car a thorough overhauling. After it is all fixed up he believes he can risk taking a long trip in it. He thinks that perhaps he may go as far as Saguny Lake for a week-end.

And now last but not least, our own Naughty got sticky fingers the other day and carried off a cute little thermometer belonging to M. Aldrich. She was completely happy and comfortable for a few days, as the thermometer stood at 80. It then began a slow but steady descent, and M. J. grew steadily plumper with succeeding layers of clothes as the thermometer told her it was getting colder. When she came out of her office to complain to the shop department about the cold, she noticed that everyone else seemed to be comfortable. Upon investigation she discovered that she had become the victim of a joke that was intended for Mirky, for the wonderful thermometer was a glass tube full of Red Ink with a Wad of Gum on the bottom for a bulb. Since the discovery M. J. insists that she "Knew it all the time." Ha Ha Ha Ha, Ho Ho Ho Ho, He He He He! * ? () @ c.

General Offices

M. J. Naughton
Correspondent

Have you seen Art Tews, the Chief Clerk in the Mechanical Department, accompanied by his robust son, Robert, skiing over the Long Beach hills? Dad and son make a mighty fine sight these winter afternoons as they gracefully glide along. Some pals!

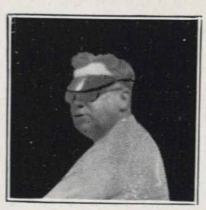
And speaking of sleet and ice and snow. The past several weeks have been one snow and sleet storm after another, covering the walks and pavements with an icy coating which made walking treacherous and dangerous, and as a result there has been many a spill. The worst accident was to M. M. Lloyd, our Superintendent of Shops and Equipment, who had the misfortune to fall, fracturing a bone in the upper part of his right arm. Mr. Lloyd will be confined to his home for several weeks, and we surely will miss him around the office. Loretta also did the tripping act, but has not reported what her injuries were. Mary Phillips, while skating, fell down on the ice and is carrying a bandaged knee. And there's Evelyn Kieper Kill, who reports that she fell down and hurt herself on her way to work. Frank, too, "faw down and go boom" in the sleet and slush at the entrance to the motor coach shed—the blonde changed her direction after getting started for said shed.

Newcomer Welcomed

We are indeed glad to welcome into our "charmed circle" of South Shore office workers Miss Clara Goede, who comes to us from South Bend. Miss Goede has joined the stenographic forces in the office of the General Superintendent of Transportation—well, here's hoping that the summer season will not lure Clara back to the Long Beach office.

Know anything about food values? What do you think of a combination of sauerkraut and New York ice cream? Ask some of the hungry office bunch how it "sits."

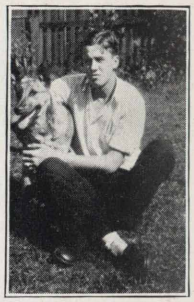
There is one of our officials who, on account of his retiring nature, has never graced the columns of the "Pan." He is Mr. C. P. Valleau, of whom the girls say it's a shame that a mere man should have such beautiful curly hair. Mr. Valleau is the Freight Claim Agent of the Company. He moved to Michigan City from Gary two years ago, and with his charming wife and two sweet young daughters, Betty and Patricia, is one of our Michigan City boosters. Val takes a great interest in the Speakers' Association, is very congenial, obliging and of a particularly happy nature, and has many friends, not only among the office crowd, but also with the public with whom he comes in contact in straightening out their freight claims. His close study of human nature, coupled with his fairness in dealing with the other fellow, has stood him in good stead in the trying positions in which he is often placed. Val's office is in the main corridor of the building, and as the echo of his resonant voice is heard in every corner he is often accused of broadcasting for station WCFL.



Mr. Valleau

Mrs. W. W. Clemmons, the wife of our Safety Engineer, is recovering from a heavy cold which has kept her confined to her home for the past few weeks. We are all glad to learn that she is on the road to recovery, but it hardly seems possible that peppy Mrs. C. would let a siege of illness knock her out. Hope to see your smiling face around soon again.

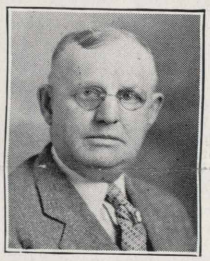
A boy and his dog brings to mind a very pleasant thought—and the boy, or as he prefers to be called a young man, is John Sack, in charge of the office records and stationery stock. John is mighty proud to know that he checked up almost to a "T" on the recent inventory check. Watch that lad, he will go far.



John

Harry Kirk, John Kelley, Lloyd Bantz, Wally Lloyd and Raymond Gale Hotchkiss go around laughing and asking each other "What color hair did the girl have who wore the pink dress?" Don't men have the silliest jokes—no sense to them?

We are all proud of our splendid Michigan City Terminal, with its busy crowds rushing to and from South Shore trains to the motor coaches. It has been likened to a "real Chicago station" on busy days. We could not have the satisfied crowd of patrons if the Terminal did not have the proper agents. The South Shore certainly knows how to pick its men who meet the traveling public. Mr. Albert J. Krueger, the affable, polished, obliging day agent, needs no introduction. Albert is acquainted with nearly every man in Michigan City — chummy enough to call them by their first names, too. He is a great believer in the personal touch in selling his transportation. For instance, should a stranger purchase a ticket, and then speak to someone standing around the station, Mr. Krueger is on the alert and immediately finds out who the stranger is, and the chances are the next time this man steps up to the window he will be greeted with, "Good morning, Mr. Smith, what can I do for you to-



Mr. Krueger

A. E. R. A.

Friday, March First

Ballroom, Spaulding Hotel
MICHIGAN CITY

HARLEY JOHNSON
General Manager
Chicago Rapid Transit Co.

In a Talk on his Trip Through Europe

REAL MOVIES
Presented by the Traffic Department

Dancing :: Come!

ALONG THE SOUTH SHORE LINE

day?" That's the stuff that makes him popular, and that is what has built up the splendid patronage for the Michigan City Terminal. Ask the large colony of Long Beach commuters about the Michigan City agents and their obliging ways—they are all for the M. C. boys. Albert K. does not think his duty ends when he finishes his day's work. Many an afternoon has he spent soliciting business for the line among the manufacturers, merchants and others, acquainting them with the advantages of traveling via South Shore, and "he gets 'em, too." When you see a broad smile on Albert's face you will know that there has been a good increase in the day's business. His great hobby is chumming with his grandson, "Johnny Boy." Being human he has his weaknesses, too—one is a love for red neckties, and the other for baked beans.

Motormen

Alva Parsons
Correspondent

Sam Irelan is back on the job again, after a two weeks attack of the flu.

George Lusk has returned to work after a two months' hunting trip in the Dakotas.

Eddie Hedstrom and Ben Smith spent last Wednesday fishing "somewhere" in Michigan. What luck? Nothing but frost bites.

Herman Joers, who recently underwent an operation for appendicitis, is back to work again.

All motormen in passenger service are enjoying the warmer vestibules this winter, thanks to the new floor mats.

"Doc" Ate Well

Motorman "Doc" Thayer attended the safety banquet in Chicago last week. He reports a very interesting meeting, and some good entertainment, but says you should have been there for the "feed."

Motorman Ralph Precious is doing his stuff on the South Shore basketball team.

Charles Hallinger says he will not do any more cooking on the caboose, as Ed. Hedstrom doesn't know what sauerkraut and weiners should taste like, anyway.

Signals

W. M. Lloyd
Correspondent

The other evening
It was our good
fortune
To attend
As the guest
Of our own "Willie"
Clemmons
The First Aid ban-
quet
At the Palmer House
And we would say
If any one would like
to know
What the well dressed
Chorus girls
Are wearing
Ask Jack Weber.
For he was there
And he knows
Each little detail
And HOW.
And attending the
dinner
Reminded us
That Colonel Schnabel
Would entertain
The Pantagraph Crew
some day
And if I didn't get
busy
Before long
And spread my stuff
On the Underwood
I might not be classed
As a correspondent
Any more.
So we are glad
To report
That for Edw. Lewis'
Personal benefit and
comfort
During the remaining
"R" months
We have equipt
The sea-going
"Jelopy"
With a brand new
set
Of Monkey Ward's
Trick side curtains.
And speaking of
winter additions
Did you ever notice
Ralph Osborn's
speeder
It is either
A wind shield or a
sail
It all depends
Which way
The wind is blowing
And B. L. Smith
The big chief himself
Did go
To Indianapolis
And make a speech
Before the members
and delegates
Of the
C. E. R. A. Convention
And now they know
That our railroad
Has all the latest
And the best
When it comes
To signals
And while he was
away
Earl Bragington
Pinch hit
As Signal Supervisor
And he did
A good job too
And Uncle Lewis
TenVoorde
Who is an authority
On what
The smart maintainer
will wear
Has moved
To Michigan City
And the other day
Ralph Osborn con-
fided
There was going
to be
A wedding
In his family
And we have the
pictures
Of the Bride and
Groom
But we felt
That we could not do
Them justice
So we turned
All the copy over
To the Society Editor
Who will tell you
All about
What the Bride wore
And what
The Bridesmaid wore
But we wish
The newly weds
All the luck
In the world and
Every thing
But have you seen
Earl Bragington
In his new
Leather suit
He looks like an
Aviator
Who has no plane
But perhaps
We can attach
A pair of wings and a
prop
To the Jewett
For its a shame
To keep a man
With a suit like that
On the ground.
And we were sorry
to hear
That John Chrisman
Our Signal Foreman
Had lost his mother
But it seems
That every one
Must make a sacrifice
At some time or other
But John knows
That we all
Sympathize
With him.
And now that we
Have told you all we
know
And done our bit
Perhaps Ye Ed
Will let us come
To his party and eat
Corn Beef and Cab-
bage
Some night
I thank you.

Shops

A. C. Tews
Correspondent

Mike Kahn had to work Christmas Day and as he was to play Santa, he postponed the party until New Year's Day, but alas, work again. Now someone asked, "What happened to all the presents you had, Mike?"

When the boys were decorating the tree down at Hudson Lake, "Al" Oberfell had fifty-six lights and was trying to figure out the resistance of the bulb plus the line drop. "Al" found out, however, that the bulb drop was the greatest problem.

Ray Hotchkiss learned that those thin glass ornaments won't bounce when they "faw down and go boom."

Did you know that several of the shopmen had more fun at the Annual Christmas Party than any of the kids? Maybe those water bottles didn't contain water.

"Frenchy" must have given the big boys toy balloons at the Christmas party from the looks of their eyes the next day.

"Otis" and "Benny" have applied for jobs as brakemen with Barnum & Bailey's Circus. We are told these are preferred jobs, still one must be careful not to pull out any drawbars or the job "won't be long now."

"Ole" K. was real sick over the holidays. In fact he was quarantined on N. Franklin Street.

Otto Meer, the shop bachelor, realizes that he is getting old. Someone heard him singing in the engine. In a sad tenor voice came the words, "Darling, I am growing old."

Fred Meer says, "The boys play too rough. If they don't play fair, I'll take my euchre deck and go home."

Ed. Harvey is back to work again after several days' illness.

"Skinny" Foster and Frank Silakowski were going out to the cinder arena and stage a little fistic exhibition. Too much snow, boys? Why not make it a snowball rally?

After two weeks' vacation the boys are back to their studies at night school.

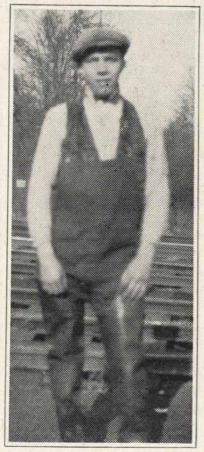
Now that all the Shop boys have had a bite of the Christmas Ham, we'll find something else to chew on.

Speaking of chewing, you should have seen Art Heglemayer and "Wally" Lloyd crowd toward the banquet room door the night of the First Aid banquet at the Palmer House. They certainly didn't lose their opportunity to "chew."

We have one man in the Department who certainly knows human nature. This man was on his way home at the Pines one evening when he found his Overland Sedan would go no further. Therefore he said to himself, "If I leave this car at the side of the road, no one will molest it." Lo and behold, next morning said car was still there unharmed. Roy Goodwin certainly knows human nature—or his Overland.

We are trying to secure a picture of one of the "Old Timers" when he was in the Restaurant Business. How many can guess who it is?

J. W. Strawser, Chief Inspector at Gary, is gaining steadily after a long siege of diphtheria, and we sincerely hope that "John" will be hale and hearty when this issue comes off of the press.



Mr. and Mrs. "Bill"

Stanley Dec bought him a new radio and now he cannot get home fast enough to tune in at night.

Ed. Day went to the Safety banquet at the Palmer House and to an A. E. R. A. meeting in one week. It will take him about a month to get caught up on sleep now.

"Reward of 25 cents." Fred Raska has lost a pair of 8-inch combination pliers. The pliers have cost him about $4.00 already. Poor Fred.

A good man for the quartet! Heinie goes around nine hours a day making an awful racket, and if you ask him what's the matter, he says he is trying for the quartet.

Notice the "resigned to fate" look on Bill's face. This is due to his affiliation recently with the Benedicts. His pretty bride was formerly Miss Mary Kuhn. "Bill" was also given a ride in the Crate to which initiation are grooms subjected by their fellow employes.

South Bend Freight

Evalyn Knight
Correspondent

Tom McCaskey, tractor driver, figured in a quadruple accident early one very foggy morning some time ago. Two cars had already collided and in the fog could not be seen and our tractor ran into them. Then while they were discussing the matter, another car ran into the tractor, throwing Mr. McCaskey and the driver of one of the other cars several feet. Both men sustained more or less serious injuries, being confined to the hospital for several weeks.

There is one advantage frosted glass windows like we have in our office have over the plain ordinary kind this kind of weather. We can't look out to notice the snow and blizzards, nor does Jack Frost paint pictures there; consequently, we think that outside it's summer, sweet summer. But when we go outside, how the wind does howl and then we appreciate the cozy warmth inside.

Banqueteer

Chester Beck has been putting on airs since he donned his tuxedo and his white kid gloves and attended the dinner given at the Palmer House for First Aid students. We always thought Chester had some deep, dark secret connected with his past, and now since this dinner, we suspect that he is a millionaire in disguise, or perhaps a rich author working in the freight house and observing human nature while collecting material for his next book. All the same, Chester said he never

ALONG THE SOUTH SHORE LINE

ate so much in his life and seldom has he had such a good time.

Mr. Culp is contemplating buying a glove factory. He buys a new pair of gloves one day and loses them the next, and the worst of it is that the same thing has happened about seventeen times in the past two weeks, more or less (mostly less). We suggest, Mr. Culp, that you tie a piece of string to each one of them and then run the string through your coat sleeves.

Slippery Streets

All the folks about here have taken to skating, but some not so enthusiastically. Employes here have experienced no little difficulty getting to and from work because of the heavy coating of ice on the pavements and sidewalks. Some very neat performances of slipping and sliding have been given and not a few bumps have been received.

George Varga is enrolled in the First Aid class and is interested in his lessons, as all good children should be. We understand that George is very anxious to learn how to mend broken hearts, as he feels that this is a field in which there may be a great future. George also hopes he will be taught how to mend broken pipes. He doesn't seem to be able to keep them more than a week or two before they are broken. He says if he knew how to fix them it might save him some money; then he can keep that pocketbook Santa brought him filled.

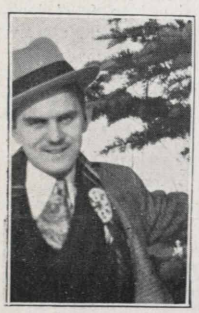
Rensberger Sick

James Rensberger is on the sick list now. I guess Mr. Flu isn't ready to leave us yet.

Mr. Chouinard is an accomplished linguist. He can speak many languages, among them being English, United States, South Bend, Mishawaka, Elkhart, Goshen, and a smattering of seventeen others.

D. E. Taylor, James Kline and Roscoe Arnold are so busy these days getting the freight taken care of that they haven't been doing anything spectacular for the Pantagraph.

It is probable that very few up and down the line have ever seen the debonair young man pictured here, but we just wanted you to know that there really is a Joe Freidline and thought the best way to do so was to let you see his picture. Joe (christened Joseph) is the night rate clerk at South Bend and has frequently been referred to in these columns. Joe says to tell you all that he is neither married nor in love. It does seem sad that Joe must work all alone with no one around to be benefited by his presence. The poet must have had this thought or one similar in mind when he penned the famous line, "Full many a rose is born to blush unseen and waste its sweetness on the desert air."



Mr. Freidline

Although Joe may appear to be a frivolous young man, he really is not and has a real philosophy. Here it is: It is most unfortunate that we are so strongly under the impression that to do a piece of work and not get the credit for it is little less than a calamity. This habit of making the work secondary and the recognition primary is unfair to the work. It encourages a peculiar kind of ambition which is neither lovely nor productive. By doing the thing for which you may get no credit, you are building certain qualities which cannot be hidden.

Traffic Department

C. L. Binger
Correspondent

The author of these few lines hath a literary inclination and would relate a dream.

It was a day in February, the year 1929. The writer had been racking his brain for some way to induce his fellow workers to contribute some spicy bit of scandal to insert in this column.

After much tweedling, coaxing, petitioning, promotion and what have you (?), he searched for adjectives descriptive enough to apply to his fellowmen.

In searching through the archives of his memory, he remembered a dream he had had. He dreamed he stood at the gateway of a graveyard, where there was much hustling and bustling (it must have been a graveyard near Cicero) and after pondering the cause of this traffic, he meandered through the graveyard to find that the inmates were all gamboling around, busy on their own particular errands, throwing loose fingers and what not at each other, but never a sound from any of them.

Awful Sight

It was a gruesome sight; a sight to make one shudder; a sight which would remind one of a seance, where no sound was uttered except by spirits (other than fermented).

The remembrance of this dream brings to mind a fitting tribute to be paid to the prowess of silent men, who hear the agonizing plea of a fellow man in great distress, but heed not—"A bunch of stiffs."

What is making so many red noses? This is a wonderful opportunity to find a good excuse.

Stanley Stahl, messenger, clerk, purveyor of good will, cheer and help to us all, has found it necessary to divest himself of a troublesome appendix. The operation was successful. Stanley is home now, and, outside of a few shekels less in the bank, is coming along excellently.

Way and Structures Dept.

Jack Weber
Correspondent

I'm like the ground hog—crawled into my hole last fall for my annual snooze. February second came around, I stuck my nose out and thought it was best to go back to sleep, but somebody else changed my mind. Oh, well, here goes.

Hear about Lloyd Bantz? Well, he's in the toy repair business, says his son is going to be general foreman in some house wrecking company some day.

W. A. Underwood attended the convention tendered by the National Wood Preservers' Association in Kentucky January 18th to 23rd, 1929. Mr. Underwood reports he had his first ride in a flying machine while in Kentucky.

All you people who missed the First Aid Banquet missed a whole lot. You should have seen Lloyd Bantz, John Kelley and Ray Hotchkiss. They can tell you what happened the whole evening.

Busy Snowtime

In the recent snow fall the Way and Structures Department was on deck 100%. All section men worked day and night to keep the track open and by the way the trains operated, they did a good job.

All of us were very sorry to hear of the death of A. M. Boller's father. Although the loss was great, Al's usual courage was standing at par all through his trouble.

J. A. Kelley is chief enigneer, cook, bottle washer and whatnot of the Burnham Yard job. When John comes back into the office I'll bet he will be the best looking guy in our department. The cold wind and fresh air are giving John a good complexion.

Fred Parker and his gang of men sure are doing their stuff. When it comes to doing anything, anywhere, with anything you have, call Fred Parker.

If any of the readers want to see harmony in our departmental family, just visit one of the Foreman conferences of the Way and Structures. Questions which sometimes are hard to answer are brought up at this meeting and are answered by foremen of the various sections. These meetings have created a better feeling, not only between the heads of the departments and the foremen, but also made acquaintance between the foremen themselves.

A Remembrance of Frank Killingbeck

On the front end of one of the old-time locomotives—left to right; Alva Parsons, Tony Sobecki, "Doc" Thayer, Earl Ferner and the late Frank Killingbeck. This picture serves to remind Pantagraph readers that Mr. Killingbeck died December 26, 1928, after eight years of service with this railroad.

Mr. Killingbeck came to the South Shore in 1920, and was employed alternately as brakeman on the railroad and motorman on the old Harbor line. He was born in Michigan City in 1892. Surviving him are Mrs. Killingbeck and two children, as well as a great many sincere friends among his fellow workers. The picture was submitted by Frank Ransom, collector.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 MARCH, 1929 No. 3

JOHNSON TALKS AT A. E. R. A.

Company Section Travels Europe, Sees Movie Show

Fine Program March 1 Includes Presentation of Haney Award, Dancing.

Harley A. Johnson, General Manager of the Rapid Transit Company, was headliner on a program of the A. E. R. A. March 1 at the Spaulding Hotel in Michigan City that included also the presentation of a medal certificate for life saving, community singing, a movie show, and dancing.

Mr. Johnson told, with pictures and charts, the story of his recent trip in Europe, to 300 interested listeners. Jack Haney, Crossing Flagman at Hegewisch, was presented with his Britton I. Budd medal certificate button for saving the life of John Lubrycki, whom he rescued from falling under the wheels of a train, October 29, 1928. W. W. Clemmons, Safety Engineer, made the presentation.

"The Midnight Flyer", a railroad feature picture, and other movies were shown by R. E. Jamieson, District Passenger Agent, and there was dancing after the show. Harry Kirk, Purchasing Agent, led the community singing.

Snappy Program

The program was one of the new order, gauged to provide educational and interesting entertainment for employes. "More and better A. E. R. A. meetings" has become the slogan of the program committee, headed by A. W. Oberfell, General Freight Agent, and directed by J. K. Gray,

(Continued on Page 3, Col. 3)

NEW PICNIC FOLDER HAS VALUABLE TIPS

Now that company picnic committees are in the heyday of their plans, South Shore Line has a new picnic folder just off the press giving valuable hints on places to hold the annual outing.

When your friends talk about their annual outings, get in touch with the Traffic Department, South Shore Line, 79 W. Monroe St., Chicago, phone Randolph 8200, or the South Bend office, 301 N. Michigan St., phone 2-5764, and tell them about it.

Features of Savings and Investment Plan

Series No. 2

Subscriptions to the new Employes Savings and Investment Fund have been coming in rapidly since its institution March 1, according to E. H. Utley, Jr., Auditor.

In order to remind PANTAGRAPH readers of this unusual savings opportunitty, sponsored by their own company, and to inform any who have not learned of it, we print the following summary of the plan:

The savings and investment fund will be conducted by the Midland Cooperative Investment Company.

All employes of the company are eligible to subscribe.

Subscriptions will be on a $100 unit basis.

Monthly payments will be $2.50 per unit.

Employes may subscribe to units on the basis of three or five per cent of their monthly salary.

Operation of the Series No. 2 fund will begin March 1, 1929, and run for 40 months.

First payment into the fund will be made by those on the semi-monthly payroll on March 10th. Those on the General Office payroll will make their first payment on March 15th.

The amount subscribed for cannot be increased or decreased during the period of the fund.

Interest at the rate of 6 per cent per annum will be credited semi-annually on all installments which are paid promptly.

Subscriptions will be payable as to principal and interest in Class A 7 per cent Preferred stock of the Midland Utilities Company. At the expiration of the subscription period, subscribers will receive as many whole shares of the stock specified as the amount of cash paid by the subscriber plus interest credited to his or her account will purchase at the price of $90 a share. The balance will be paid in cash.

The company will, in addition, pay to each subscriber in cash at the end of the subscription period, his or her pro rata share of the surplus earnings of the company which may have been accumulated.

For further details, take up with E. H. Utley, Jr., Auditor.

SPEAKERS' DINNER GOES DOWN AS ONE OF COMPANY'S BEST

Talks, Games, Dancing and Music on Program—Valleau Is Toastmaster.

By M. J. Naughton

Fifty South Shore employes and guests met, made merry and partook of a splendid dinner at the Manufacturers' Club, Michigan City, on Monday night, February 26th, tendered to the Speakers' Club by the Company.

The Manufacturers' Club rooms furnished the setting for one of the most successful parties ever enjoyed in the South Shore family. The following members of the Speakers' Club, officers of the company and wives or sweethearts were present: Mr. and Mrs. W. J. Mallon, Mr. and Mrs. C. P. Valleau, Mr. and Mrs. M. M. Lloyd, Mr. and Mrs. W. A. Underwood, Mr and Mrs. M. C. Kahn, Mr. and Mrs. O. H. Hansen, Mr. and Mrs. John Inman, Mr. and Mrs. Earl Stover, Mr. and Mrs. Harry Connell, Mr. and Mrs. A. C. Tews, Mr. and Mrs. E. H. Utley, Raymond Gale Hotchkiss and Miss Betty Morse, Raymond Glassman and Miss Imogene Hasemeyer, Charles Ludden and Miss Marie Kelley, B. L. Smith, Mr. and Mrs. W. M. Lloyd, John A. Kelley and his mother, Mr. and Mrs. Edward Lewis, Mr. and Mrs. F. L. Barr, Mr. and Mrs. Herman Joers, Mr. and Mrs. Fred Williamson, Mr. and Mrs. Chas. H. Jones, Mr. and Mrs. Thos. G. Hamilton, Mr. and Mrs. J. K. Gray, George Searles of the Outing and Recreation Bureau and his guest, and M. J. Naughton.

HENRY WASHLUSKI, OILER, IS TAKEN

Henry Washluski, employed in the Shops as Oiler for the past four years, died Sunday, March 3 at his home after an illness lasting only two days.

He had been at his work Friday, and attended the A. E. R. A. meeting Friday night. Saturday morning he became ill, and death followed late Sunday night. He is survived by his widow and five children.

Mr. Washluski had a friendly way with every one he met, and his many acquaintances on the line were saddened by the news of his death.

The Speakers' Dinner

The disciples of Demosthenes after eating all they could at the Manufacturers' Club, Michigan City, February 25. A few minutes after this was taken, some of the speakers gave short talks at the direction of C. P. Valleau, vice-chairman of the organization and toastmaster at the dinner.

NEW SPECIAL MENUS IN S. S. L. DINERS

Introduction of a new special luncheon and special dinner on the menus of South Shore Line diners, effective March 1, is announced by the management.

According to Charles H. Jones, general manager, suggestions from patrons that special one-price meals be introduced have made the change desirable.

Sample menus, furnished by the Dining Car department for the sake of illustration, are as follows:

Special South Shore Dinner: $1.50 per Person; Shrimp Cocktail, Cream of Tomato, Green Olives; Choice: Baked Lake Trout, Spanish Sauce, Fried N. Y. Count Oysters, Tartare Sauce, Individual Boneless Chicken Pie, Grilled South Shore Sirloin Steak, Baked or French Fried Potatoes, June Peas or New Cabbage, Creamed Head Lettuce Salad, Thousand Island Dressing; Choice: Rice Custard Pudding with Cream, Fresh Rhubarb Pie, Imported Roquefort Cheese, Toasted Crackers, Hot Bran Muffins; Coffee, Tea, Milk.

Special South Shore Luncheon: One Dollar per Person; Cream of Tomato, Choice: Baked Lake Trout, Spanish Sauce, Boiled Sugar-cured Ham, Currant Jelly Omelet, Individual Boneless Chicken Pie, Boiled or Hashed Brown Potatoes, June Peas, Rice Custard Pudding with Cream or Apple Pie, Bran Muffins, Coffee, Tea, Milk.

Patrons will be afforded a still quicker service on their orders, and the range of dishes offered will be wide enough to meet a variety of tastes. Let's help spread the news!

BOWLERS KNOCK TAR OUT OF GARY TEAM

By Lloyd Bantz

Our South Shore Line bowlers defeated Crowell's American Tar Products team Saturday, February 9th, at the K. of C. Alleys, Gary, showing a total of 4466 pins against 4253 for their opponents.

The following was tabulated from the five games played:

	High Games	Total Pins	Ave.
Rank	178	802	160
Oberfell	204	901	180
Timm	176	830	166
Boller	223	899	179.4
Pipher	234	1034	206.4
Rabbit	217	960	192
Johnson	166	755	151
Jargenson	193	868	175
Gande	172	834	166.4
Cronse	205	836	167.1

The teams were evenly matched. The South Shore's success is attributed to Pipher's form and Gensch's superiority over that of Mr. Crowell in rooting. Mr. Crowell said Gensch was the first man he had run across that could make more noise than he could. Many rooters acompanied the team to Gary and still more intend to accompany them to Chicago, where they will play a return game in the near future. A box of cigars was offered by Crowell for the high game bowled. Pipher with a game of 234 was the victor.

The Industrial League basketball season closed Monday night, February 18. The South Shore team was tied for 4th place with the Hays Corporation team.

Arrangements are being made to play the Gary Railways team before closing the season.

Phil Dabbert, our center who became ill the last of the season, is on the road to recovery and we earnestly hope he will be in form for the game with the Railways.

SOUTH SHORE AIDS DUNELAND PROJECT

Announcement that $25,000 had been pledged on behalf of the South Shore Line and the Northern Indiana Public Service company, for the development of Indiana Dunes State park was made by Daniel H. Burnham, president of the Chicago Regional Planning association, at a recent luncheon of the organization in Chicago.

The gifts are a part of an indefinite fund being raised for the benefit of Dunes Park by the plan association, which has promised that $100,000 will be turned over to the Indiana authorities by the last of this month.

The gift however, is predicated upon the action of the state assembly which has been asked to appropriate $350,000 for 1929 park purpose, $250,000 to be available April 1.

At a dinner tendered legislators of Lake, LaPorte and Porter counties in Indianapolis in February, Colonel Lieber disclosed plans of the Conservation Department to construct a paved highway through the Park to the lake shore, to build a bathhouse to accommodate 10,000 persons, and to provide suitable parking space for autos.

HAMILTON TRACES GARY GROWTH FROM ICE AGE TO PRESENT TIME

WITH all due credit to Gary's foresighted builders, Mother Nature is largely responsible for the amazing growth of the South Shore territory in and around the Steel City, T. G. Hamilton, Assistant General Manager of the South Shore Line, told Gary Rotarians at a recent meeting.

"We compliment ourselves on the changes we have made on the surface of the land in 20 years," Colonel Hamilton said, "but we forget the mighty changes which took place here many hundreds of years ago that this particular parcel of earth might be ours to use.

"This apparently barren land is richer in real history than most of us suppose. The flags of four nations have held sway over this territory since Columbus first sighted land in 1492.

Once Lake Chicago

"Hundreds of years before that Gary, Hammond, East Chicago, Whiting and the surrounding territory were all submerged under a great body of water known as 'Lake Chicago.' A series of beaches formed by the shores of this lake as it gradually receded into the present Lake Michigan, tell their own story of the events that took place in our own district ages ago.

"Still further back than this day of lakes and beaches, great ponderous things were happening. Land was actually being made, the mighty hand of nature was carving out the face of Indiana and the surrounding states, and a great mass of glacial ice covered most of the middle west.

"The cause of this development of arctic conditions in low latitudes is not known. Whatever the cause, the fact remains that a great ice sheet, about 4,000,000 square miles in area, came into existence in the northern part of this continent.

(Continued in April PANTAGRAPH*)*

The Claims Attorney

By J. A. Sweeney, Claims Attorney

A well-organized Claims Department today is a recognized necessity with all transportation companies and public utilities. The Claims Attorney may be called the "watch dog," so to speak, of the company's interests. He not only must guard its finances against fraud and trickery on the part of "fakers" and impostors, but must be fair and just with the claimant and company in the settlement and adjustment of legitimate controversies.

Claims usually arise out of some accident or incident connected with the operation of the company, and in all cases, without exception, this accident is produced by carlessness or negligence on the part of someone, either of the company or claimant. Before any settlement or adjustment can be made, a thorough investigation must be had to determine the cause and legal liability. To do this, the accident report is analyzed, witnesses interviewed and statements taken. After a complete check-up on all the facts and circumstances connected with the matter, and if it is found the claimant is free from any contributing cause, he is entitled to be compensated in proportion to the injuries or damages incurred.

Public Relations

The modern claims attorney, by being frank, fair and honest in his work, can build up public relations for his company that in many ways will more than reimburse it for the money expended. This is the policy of all modern companies and is based on broad, businesslike and humane principles. The "Public Be Damned" policy, like its author, has passed on.

While claim work is interesting and fascinating, it is not as soft as the proverbial bed of roses. It is attended by a lot of grief, worry and perplexities, because we find that not all the people are God-fearing, honest and fair. Perhaps in some future day the Golden Rule will be practiced by all of us, and the claims attorneys' burden will be lightened, but as yet we have not reached that happy millenium.

COMPANY SECTION HEARS JOHNSON

(Continued from Page 1, Col. 1)

General Superintendent, the president of the company section.

Entertainment will be furnished by the North Shore Line Company Section, for the next meeting. Everybody, whether a member of the A. E. R. A. or not, is urged to come and see for himself that the programs are good. Let's support our A. E. R. A. and its energetic management!

Record First Aid Year Celebrated at Banquet

A group of nearly 600 First Aid graduates and guests which crowded to capacity the spacious grand ballroom of the Palmer House, Chicago, were present at the seventh annual First Aid and Safety banquet and entertainment, held January 22. The event was in honor of 558 employes of the Rapid Transit Lines and four associated transportation companies serving the Chicago metropolitan area, all of whom completed the Medical Department training course during 1928. The picture shows part of the assembled group which was present to join in the festivities of the evening. The ballroom was so crowded that the camera could not include everybody in the picture.

THE PANTAGRAPH

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D. C. SCHNABEL.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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A Section Foreman's Motto

Should there be any light in you, do not hide it, but let it shine so we may enlighten one another.

—Sebe Haan.

Building the A. E. R. A.

Our Company Section is growing fast. There is noticeable not only an increase in average attendance but in the quality of entertainment put forth on the programs.

Our people are like all other people everywhere. If a thing is interesting, it will interest them. If it is not, they will avoid it to save themselves the boredome it brings. Working on this belief, our program committees since the beginning of the section have tried to gauge the interests of employes in the selections of program features, and at the same time make the net result an educational one. Sometimes they have succeeded, sometimes not, but no one will say they have not made great strides.

Now it seems the section management is learning better ways still. The introduction of outside speakers as a regular thing is a distinct advance, once the local speakers have been given their turn. Novelties, such as feature motion pictures, card playing, community singing and the like afford a pleasant variation.

The best change, probably, is the increase in sociability. As employes in the different branches of the company became more widely acquainted, this was certain to happen, of course. But the A. E. R. A. has accelerated it. A "mixing" committee, charged with seeing that everybody has a good time at all meetings, would help the more.

Something remains to be done, and it is the biggest job of all. That something is the development among employes of a loyal interest in this, their own social club. A. E. R. A. meetings should be the happy anticipation of every employe as the appointed time draws near. There should be no feeling of obligation to go, and no going because there is nothing else to do. Our people should **want** to go, just as they wanted to go to the Christmas party and the picnic.

The theory is that if you make the show good enough, your crowds will come. We believe the section management has improved the program. And we believe our people are going to come out increasingly with each meeting, simply because the A. E. R. A. is rapidly becoming too good a show to miss.

Faith

To get things done an ounce of faith is worth a ton of experience.

There are plenty of people to do the possible; you can hire them for a few dollars a month. The prizes are for those who perform the "impossible".

If a thing can be done, experience and skill can do it; if a thing cannot be done, only faith can do it. It is the quality of faith that counts. It is not of so much importance what you believe as how you believe.

Faith is the peculiar elixir of youth. When we grow old, and accumulate experience, and learn our limitations, and become wise and cautious, nature kindly removes us.

Whoever has faith is young, no matter how old he is; whoever has lost faith is old even at twenty-one.

—Reprinted from "The Ginger Jar."

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

TWO SNOW OWLS

Winter beauty on a windswept land,
Wonders wrought by a magic hand;
An icy lake, now dashing spray,
Against the snowbound, shoreline way,
Bringing the icefloes on its tide,
Where they settle and slide in side by side,
And when the wind blows fast and strong,
Piling them higher all the day long,
Molding a scene of fantastic grace
Out of the spray and ice and space;
Crystal frescoes and water-made caves,
Carved exquisitely by lapping waves,
Miniature mountain peaks, row on row,
And perched on them, two owls of snow;
Two snow owls who have traveled miles,
Forced far south by winter's wiles,
Surveying the grandeur with owl-like eyes,
Blending, because of their winter guise—
Again on the wing with a whirring sound,
They soar to some other hunting ground.

—Esther DeJong.

! ! !

"Where's the boy's fare, madam?"
"I don't pay a fare for him."
"It is my duty to see that he pays for riding on this train."
"I can't help that."
"I haven't time to argue this matter, ma'am. You'll have to pay for that boy."
"I never paid for him yet."
"You'll pay for that boy, ma'am, or I'll stop the train and put him off."
"All right; put him off if you think that's the way to get anything out of me."
"You ought to know what the rules of this road are, ma'am. How old is that boy?"
"I don't know. I never saw him before."

—N. Y. C. Lines Magazine.

! ! !

He stood on the track at midnight,
The car to the barn it sped.
He was very much struck by the moonlight,
But that isn't why he's dead.

! ! !

From a New York newspaper comes a story of a project to construct in Tokio, Japan, a building eighty stories deep! The scheme is to excavate a hole 1,100 feet deep and 155 feet in diameter, and in this cavern to erect a modern building. A central well, 75 feet in diameter, is to be left for ventilation and lighting. The building, according to the story, is to be equipped with electric lights, telephones, radios, elevators and "sunlight reflecting mirrors." The ostensible purpose of sinking this inverted "skyscraper" is to avoid possible catastrophe as the result of earthquakes. About 1,000,000 tons of rock must be removed if the scheme is carried out.

—Earth Mover.

! ! !

Under proper conditions a quart of gasoline will move an automobile about four miles. Improperly used in the home the same quantity will move two fire trucks, two ambulances, and two hearses about the same distance.

—Earth Mover.

! ! !

WORKING SHIFTS

According to report, two men died. One went to heaven. The other didn't. The one in heaven called down to the other:
"What are you doing, Bill?"
"Shoveling coal."
"Are you working hard?"
"Not very. We have shifts and work only three hours a day. What are you doing up there?"
"I'm sweeping the golden stairs."
"Are you working hard?"
"Yes, I have to work eighteen hours a day. We're short of men up here."

—Earth Mover.

! ! !

S is for Safety, our slogan, you see;
A for Alert, as you always must be;
F is for Family, for whom you must work,
E is for Energy, never to shirk;
T is for Temperate habits to know,
Y is for Yearning to learn as you go.

—Ytefas.

! ! !

"Now" is the period of time between a while ago and after a while.

—W. W. C.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

The popular outdoor sport is now swimming instead of skating. The weatherman sent the thermometer up and made lakes of the large piles of ice and snow around the office.

Speaking of ice, can you believe that Mary Phillips really got that black eye skating? It was a real wallop, however it happened. We don't know whether to believe her or not. Anyway we'd like to see the other fellow.

Now that we've talked about the weather, who knows some more news? Our editor says we must have our bit in on time, so we simply can't wait for something to happen.

Oh, yes! Several of the office employes attended the North Shore First Aid Meet at Waukegan Thursday evening, February 21st, among them being Esther Peters, Rose Mentag, Mabel Farber and Joe Connelly. Joe was specially popular that night.

Temporary Transfer

While Jimmy Halier and his bride are spending their honeymoon in the East his place is being filled by his obliging brother-in-law, Louis Zorn, who has been temporarily transferred to the Car Accounting Department. Mabel Farber is replacing Louis in the Payroll Department.

Say, have you seen R. G. Hotchkiss, Car Accountant, when he's all dolled up to go some place? With his new derby and that snappy overcoat, all he needs is a monocle and a cane and you'd think the Prince of Wales was in our midst.

Marie Kelly entertained her bridge club on February 12 at her home on Eleventh St. Prizes were won by Lila Thompson and Mary Phillips. The club will meet in two weeks at the home of Gertrude Noble of the Passenger Accounting Department.

Mrs. Herschel Nicholson entertained her bridge club, which is composed of a number of South Shore girls. Prizes were awarded to Mildred Larson and Dorothy Sprencel. The next meeting will be held at the home of Mildred Larson on March 5th.

New Radios

Radio is the subject of conversation with several of our number. Edward Lewis, Kenneth Kimmel and Harry Connell have recently purchased new sets and are outdoing each other in bragging of the merits of their respective sets.

According to the many interested members of the Men's Chorus directed by F. A. Mitchell the work is coming along fine. We'll be expecting to hear from this chorus in a very short time.

Another sure sign of spring! Harold Flory has been heard talking about getting the Ford out again. Now that the ice has started to melt he thinks perhaps he may be able to break it loose from its winter moorings down by the Y. M. C. A.

Another piece of scandal. John Sack has a new girl—at least he's wearing a new and very good-looking girl's ring (the ring, we mean, we don't know the girl).

Conductors

Louis Kriesel
Correspondent

Conductor Fields bought a used car the other day, and was very much in love with it, but thought it needed painting. So he asked for bids on a paint job and found out it would cost him about sixty dollars, which, he thought, was just a little high. So he talked to some of his friends about it, and much to his surprise his friends went over one evening and painted his car for him, and now Frankie is just sixty dollars to the good. He says there is a box of cigars waiting for them for the favor.

Collector Mitchell has been feeding "Jap" Landis rabbit quite often, so "Jap" got curious and wanted to know where he was getting them. Mitchell told him he caught them in the back yard—they say "meow." No, "Jap" doesn't want any more rabbit.

"Doc" Thayer had the good fortune of working a night run a couple of weeks ago, making local stops. He saw a light swinging near the tracks and stopped, but found out it was only a farmer walking across the field with a lantern and a milk pail.

Electrical Department

Charles Ludden
Correspondent

Don't be surprised if Bill Peak gets a summons to the next international peace conference. From what we hear he is getting quite a reputation as a peacemaker. He stopped a rooster fight the other day by the simple expedient of introducing the aggressor to the business end of a shovel. He had fried chicken in his lunch the next day.

Ed Curran stepped out the other day and got himself a wife. Earl Melton acted as best man.

Hank Thornsen is back again after more than a month of sickness. He is thinking of improving on nature by buying himself a new set of teeth. He has been asking Pete Mitchell if it is true that store teeth are no good for chewing beefsteak, and that they sometimes bite your fingers when you pick them up in the morning.

King's new glasses are so fine that he had to lay off during inventory on the first of the month for fear that he would see more material than was really there.

Earl Melton's new open-air model Ford was too breezy to park by the roadside during the cold winter nights, so he developed the habit of parking in his own garage. Being naturally fond of the wide open spaces, he is looking forward to the warm spring nights when he can return to his old haunts along the roads.

George Borne claims to have a cinch on all easy jobs since he presented the boss with the giant grandfather of all cigars the day after Red Clark, the former favorite, insulted the boss by offering him a cheap rope that was very much the worse for wear.

The boys were all wondering why Joe Curran was so unusually industrious in clearing up the brush along the new Burnham interchange until they discovered that he was cutting up the wood and hiding it behind a sign board. As Joe is a bachelor there has been much guessing as to whom he was saving the wood for. Joe refuses to say.

Freight

Evalyn Knight
Correspondent

To be really in style at South Bend now you must own a new automobile, with special emphasis on the new. Within the past month five new ones have made their appearance about the premises. James Kline, Chester Beck and Tom McCaskey are all driving new Studebakers and Mr. Culp is the proud possessor of a new Ford, while Henry Toellner is driving a Hudson coupe.

Mr. McCaskey

The kind of weather we have been enjoying the last few days makes everyone feel like chirping, and one person told me that he thought he had heard a robin, but methinks his imagination was playing him tricks. There is one satisfaction, however, in knowing that one can take a step without wondering if his feet will stay on earth.

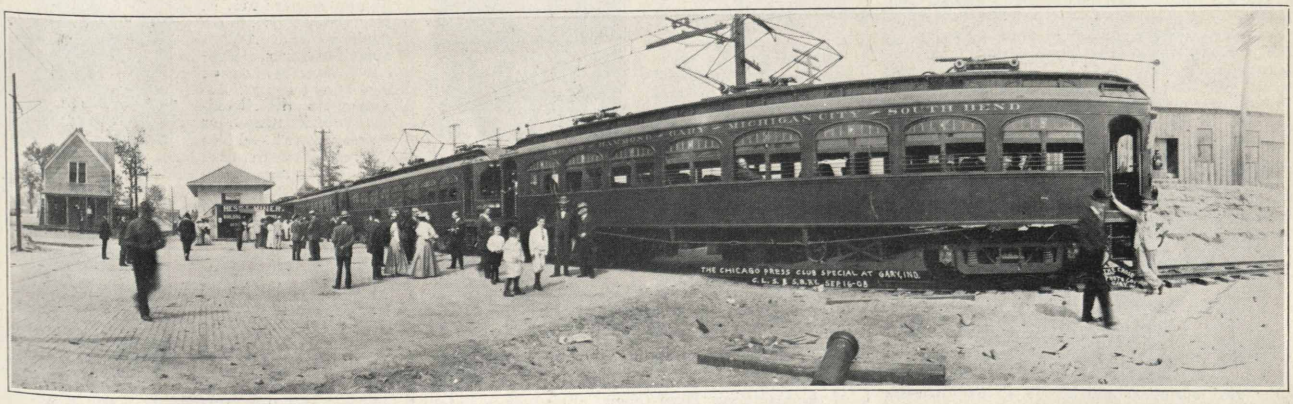
Mr. Arnold

No, this isn't a section of the Rogues' Gallery, nor are the handsome young men you see pictured here contestants for the title of the World's Handsomest or Best-Dressed Man, although there can be no doubt that they could win either title if they so desired. These are the three tractor drivers at South Bend.

Mr. McCaskey has been driving our No. 752 tractor ever since the system was inaugurated, while Roscoe Arnold has been handling

Mr. Beck

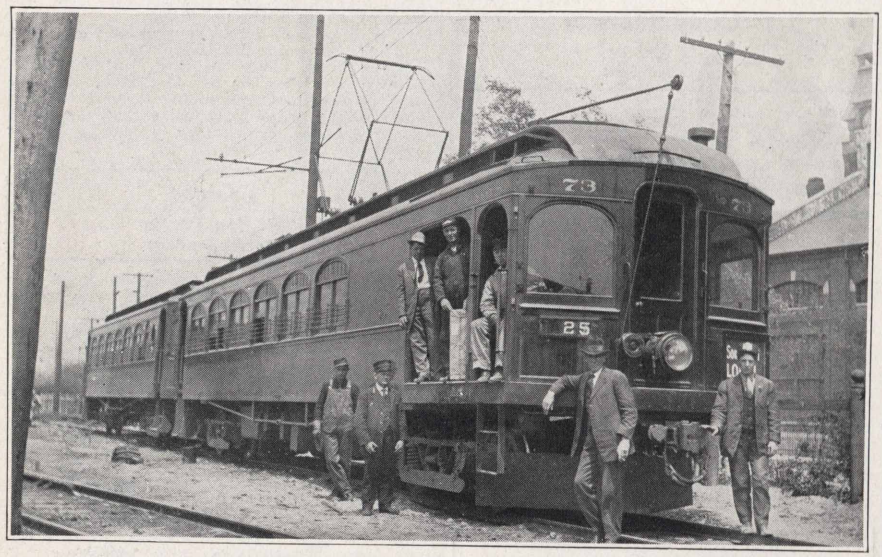
An Early Special Party



This picture shows the Chicago Press Club on an outing way back in September, 1908, at Gary—a remarkable illustration of the way the Steel City has grown since its beginning 21 years ago. Submitted by Alva Parsons.

ALONG THE SOUTH SHORE LINE

When Pullman Was a Terminal



Twenty years ago, at Pullman. Left to right, exclusive of the express men, these old-timers are: E. Neil, Inspector; Oscar Hearn, Conductor; Alvah Parsons, Motorman, and J. A. Forsythe, Roadmaster. Submitted by Alva Parsons.

the No. 751 for about six months. Chester Beck is our extra. These three boys are real heroes. For one thing, they go to work at 4:30, while the rest of us are getting our beauty sleep. Then until about 8:00 a. m. they are kept busy bringing the loaded trailers from the old freight house on Olive St. to the downtown station. About 3:00 p. m. the return trips begin and continue until the trailers are all started on their way to Chicago. In between times the boys help in the delivery of freight.

Mr. McCaskey has two charming and talented daughters, Cornelia and Eileen, who are his particular pride and joy. His favorite pastime is teasing George Vargo. Chester is not married but is "spoke for." Roscoe, otherwise known as "Rocky," is unattached, and is an enthusiastic radio fan. Chester's most serious dissipation is reading Wild West stories.

At East Chicago freight station, J. R. Black has been appointed Freight Agent, vice E. I. Matthews, transferred.

Lester M. Johnson, the affable young ticket clerk working on the second trick at Gary passenger station, has been appointed ticket agent at Hammond, Ind., vice Daniel Haley, one of the old veterans, who goes to the Randolph Street passenger terminal as ticket agent.

At New Carlisle, Indiana, the Assistant Agent, Mr. Lee, has taken up his pursuits in other duties and Fred Cole has been appointed in his place.

Mr. Chouinard and Henry have missed their calling and have deprived the window-washing trade of some very competent men. You should see the windows of the office shine. One person was heard to remark, "Why in the wide world did they take the glass out of these windows?" Really the light is so dazzling that several of the office people have had to put on glasses.

General Offices

M. J. Naughton
Correspondent

"March wind
And April Sun
Make linen white,
Complexions dun."

Although March may "come in or go out like a lion," yet it's the month of promise. Our real spring should arrive as per schedule on March 21st.

It's been a long winter—and one hankers for the open road, and sunshine, and golf, and fishing, and the first spring crocuses peeping out.

This March will witness the inauguration of our next president—yes, I know, he may be only second choice with a lot of us—but we're all good sports and on the 5th we will join in the whooppee for Hoover. I'm almost too modest to refer to March as the birthday of Saint Patrick—do you mind him, Dinnis, him that drove out all the snakes from Ireland? And shure isn't the sivinteenth of March the only one day in the whole year of three hundred and sixty-five days that an Irishman claims for his own—and bad 'cess to them at that, they don't even want to let you have that day.

Are you acquainted with Mr. Louis E. Keefer? Who is he? Why, none other than "Jerry," the afternoon agent at the M. C. Terminal. Jerry is the soul of courtesy and kindness, always ready and willing to do a favor for any one. Of a quiet, retiring nature, yet he has made a legion of friends during his eight years with the company — from the newsboys and taxi drivers to the busy officials of the different companies who patronize the South Shore Road. He is the personification of "A soft answer turneth away wrath." His good-heartedness and his interest in his friends has been the means of giving many a discouraged fellow a temporary "lift" and "helping him up." He is truly a benefactor. He is a bachelor and girl-shy. Jerry and Albert have done more than their share in building up the splendid service for which the South Shore is noted, and which has made the Michigan City Terminal so widely known and advertised.

Mr. Keefer

In Memoriam

The sad news of the death of Mrs. James W. Boniface on February 10th cast a gloom over the whole office force. Mrs. Boniface, who was Grace Costello before her marriage two and a half years ago, had been an employe of the Auditing Department. She was a sister of Elsie Costello Hileman—and every one knew and liked the Costello sisters.

Grace was of a quiet, unassuming nature, ever ready to do a good turn, and she never would listen to an unkind word being said of a fellow employe. She endeared herself to all who came in contact with her. During her three weeks' illness she bore great suffering without complaint, showing the same Christian fortitude and courage that were marked traits of her character.

Mrs. Boniface was buried from the church at Hesston she had attended from her childhood. The South Shore office crowd extend their heartfelt sympathy to the bereaved husband and family.

Here is one of your neighbors, with whom we would like to have you get acquainted. Mr. William J. Kambs, the Local Superintendent of the Northern Indiana Railway, stationed at Michigan City. Billy has always been an admirer of the South Shore, from the day the South Shore ran its first car, when Billy was a dispatcher. He possesses that rare charm of being a good fellow and helpful in emergencies, too. He is a neighbor and very chummy with our popular "Scuffie." Billy hates to see the years creep on, but is nevertheless mighty proud to know his son, Marshall, has made good as a relief agent, and lately has had a promotion to Night Ticket Agent at Hammond. So you see Billy is not only a neighbor but related to one of the South Shore employes, and is rightly entitled to sit in the "gallery of the gods."

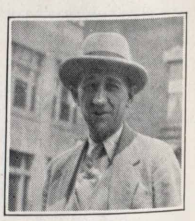
Mr. Kambs

SCOUT OATH

On my honor I will do my best
To do my duty to God and my
Country and to obey the Scout Law,
To help other people at all times,
To keep myself physically strong,
Mentally awake, and morally strong.

Stop and read the Scout's Oath a time or two—grasp its full meaning and what it aims to do for the BOY. And do you know right here in our South Shore organization we have officials who are devoting much of their time and who are taking a deep interest in doing all they can to foster Scoutship? Among the number, we have Mr. Charles H. Jones, our General Manager, who has recently been elected First Vice-President, and a member of the Executive Board of the Pottawattomie Council of Boy Scouts. Mr. B. L. Smith, our Signal Supervisor, who is District Commissioner; Mr. E. H. Utley, Jr., our Auditor and Assistant Treasurer, Deputy Commissioner; Mr. Lloyd Bantz, Assistant to the Roadmaster, Scoutmaster for the Methodist Church Boy Scouts; Ben Smith's 18-year-old son, Assistant Scoutmaster; and Earl B. Stover, Special Engineer, Secretary of the Better Business Campaign, and who broadcasts from the South Bend Tribune station every Tuesday night in the interests of the South Shore, has charge of the Educational and Publicity Bureau of the Pottawattomie Council. Pottawattomie Council takes in LaPorte, Porter and Stark Counties, and

Mr. Jones



Mr. Smith

Mr. Utley

ALONG THE SOUTH SHORE LINE

covers the towns of Michigan City, LaPorte, Valparaiso, Rolling Prairie, Chesterton, Knox, Kouts and Mill Creek. Total register of Boy Scouts, 504, and the personnel consists of seven Commissioners, twenty-one Scoutmasters, eighteen Assistant Scoutmasters and 132 Committeemen. To show how diversified are the scout troops, one Deputy Commissioner has under his jurisdiction Troops Nos. 10, 17 and 19, taking in the Christian Church, Police Department and American Legion.

Mr. Bantz

Mr. Stover

Hayden Smith

For those of you who may not be well informed on the Boy Scout movement, I will explain that its two great objects are "Be Prepared" and "Daily to do a Good Turn." Scouting is America's accepted program for BOY development. More than half a million boys in the United States are daily doing "good turns." Boys 12 years old and older are standing in line waiting to enter scouting. Just to think that 8,000,000 of them have not yet had a chance to become Boy Scouts—and why? Largely because big men, red-blooded and right hearted men, have not stepped forward to be Scoutmasters. And how rightly may we be proud of our representative showing of South Shore men who are doing their part in upbuilding the BOY.

In all ages there have been scouts, the place of the scout being the danger line of the army, or at the outposts protecting those of his company. The army scout was the soldier who was chosen out of the army to go out on the skirmish line. The pioneer who was out on the edge of the wilderness guarding the men, women and children in the stockade was also a scout. There have been other kinds of scouts besides war scouts and frontier scouts. They have been the men of all ages who have gone out on new and strange adventures and through their work have benefited the people of the earth. Thus Columbus discovered America, the Pilgrim Fathers founded New England, the early Dutch Settlers colonized Jamestown, and the Dutch built up New York. In the same way the hardy Scotch-Irish pushed West and made a home for the American people beyond the Alleghenies and the Rockies. These peace scouts had to be as well prepared as any war scouts. They had to know scoutcraft. They had to know how to live in the woods, and be able to find their way anywhere without other chart or compass than the sun and stars, besides being able to interpret the meaning of the slightest signs of the forest and the foot tracks of animals and men.

The aim of the Boy Scout movement is to supplant various existing educational agencies; to promote ability in boys to do things for themselves and others. Their programs appeal to interests which are universal among boys. Scoutcraft is a combination of observation, deduction and handiness, or the ability to do things, and includes instructions in first aid, life saving, tracking, signaling, nature study, seamanship, campcraft, woodcraft, chivalry and patriotism. This is accomplished in games and plays—and is pleasure, not work, for the boy. All that is needed is the out-of-doors, a group of boys, and a competent leader.

And what is leadership of our men doing for them? It is helping them renew their youth through association with the boys—the outdoor life reacts constructively on their own health—the outdoor crafts become their own knowledge and they, too, come to "be prepared." The Scout law and the Scout oath clarify their own ideals. They, too, do "good turns." They discover their own qualities of leadership, making of them better "human engineers" in their businesses.

The outstanding boy's needs are vigorous physical life, leadership in the years when crime and religion alike recruit their largest numbers—filling his leisure with interests that will take him away from the "alley gang." The twelve points of Scout Law are: Trustworthiness, Loyalty, Helpfulness, Frendliness, Courtesy, Kindness, Obedience, Cheerfulness, Thrift, Bravery, Cleanliness and Reverence. The Boy Scout may work for pay, but he must not receive tips for courtesy or "good turns." Thus we have summed up the great work in which our South Shore men are engaged. However, it is not only in the Boy Scout movement, but in every other civic organization, every fraternal society and every club, you will find South Shore men and South Shore women taking an active part and leadership, helping to be helpful, and always with the South Shore spirit of trying to improve conditions and make this earth a better place to live.

Shops

A. C. Tews
Correspondent

Mrs. Chas. Schlundt, wife of one of our Cleaners, who fell at her home on January 30, fracturing her hip, is still a patient at the hospital, though she is gaining steadily and expects to be removed to her home soon.

Mr. Ericson

Mrs. Ericson

Irvin Ericson, Inspector Helper at Gary, recently married Miss Wanda Tuszynske of Michigan City. The young couple kept the matter a secret from their friends for several weeks. They will be at home to their friends at 125 E. Barker Ave., Michigan City, in the near future.

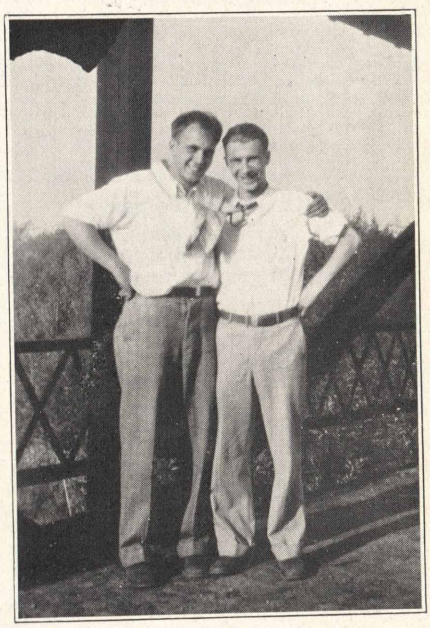
The Speakers' Club banquet was a huge success. Even Ben Smith had a fine time playing solitaire until the speeches were presented.

A very fine choice as Toastmaster was made when C. P. Valleau was chosen for this important role. He was the "life of the party" at his table, even going so far as to pose as the Statue of Liberty by using one of the candles from our table.

Edw. Fargher is confined to his home due to illness. We all miss Ed so much from the Shop and hope he will be back with us before very long.

M. M. Lloyd, Shops Superintendent, has returned to his duties at the office after being out for some time due to an injury to his right arm, suffered when he fell on the ice a few weeks ago. The injured member is gaining strength and no doubt will be as well as ever within a short time. We are all very glad that his recovery was speedy.

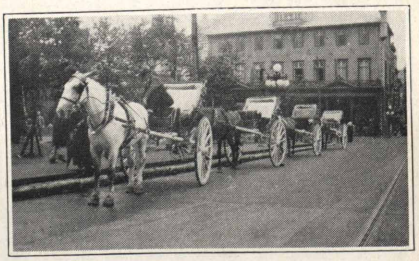
Howard Onderdonk, Inspector Helper at South Bend, is at the St. Joseph's Hospital, South Bend, where he recently underwent a serious operation. He is gaining steadily and no doubt will be back on the job in due time. Here's hoping it's soon, Howard.



Ray Glassman (left) and Carl Dittmer are pals in the full sense of the word. Here we have them pictured while on vacation just a few months ago, when they visited Niagara Falls, crossed into Canada and came back into the states at Detroit. The tour was made in Mr. Dittmer's car.

We also extend our compliments to Mr. Glassman for his courtesy in submitting the pictures of the airplane. His hobby is photography.

The picture above shows the plane which crashed on the ice of Lake Michigan off the shore of Long Beach (Michigan City) February 14. This is said to be the first airplane which has ever been found by authorities in the United States in the act of transporting liquor. The bags you see contained various brands of Canadian liquors. After the plane crashed, the aviator, who was not injured, came ashore, was courteously transported to town and incidentally rode the South Shore Line to Chicago. The cargo was not discovered until hours after his departure. The plane, which was encased in the ice, was carried out on a floe when the ice broke up and sank to the bottom of the lake.



In this new era of fast moving transportation, many of those who in days long ago en-

ALONG THE SOUTH SHORE LINE

joyed the rides furnished by old Dobbin still have a longing for this form of transportation. Well, up in Montreal and Quebec, this form of "sport" is still indulged in daily. The above picture shows a number of the "1898 Model Phaetons," which are awaiting passengers or sightseers outside the railway station at Quebec. This location is just one block from the large park where Colonel Lindbergh landed when he delivered serum for use in the illness of a fellow flyer. Quite a contrast in transportation.

South Bend Terminal

C. W. Veach
Correspondent

George Brugh was tied in Hershels Wood shed with Harold Sproule, Harry McCarthy said. Arthur Willbaum the shed to C. Tillson harness the two. Richard Snyder was mad, so Harry Calahan said, because they were not a team of mules, so Tony Sobecki, the boss, sez we'll name it a hoss and Leon Parrett will drive the crew.

Mr. Howard Onderdunk, a loyal member of this group just mentioned, has been confined to his bed on account of illness. It is reported that he is getting along fine and we hope he will be on the job again in a few days.

Recommends Chorus

No doubt you have heard about the South Shore Line's chorus, quartette, or maybe glee club.

Frank Steffaniak calls the writer of these lines "Little Charley." Now I wonder where he gets this kind of stuff, anyway. Five dollars reward for anyone that can satisfy the writer. Why?

Traffic Department

C. L. Binger
Correspondent

The evolution of days into months brings us once more to our contribution of news. To say it is scarce is putting it mildly.

One of the bright tid-bits is the ability of Stanley Stahl to be on the job. No more tummyaches for Stanley—he had them cut out —(see January news).

Dwight Wood has a great respect for his private party equipment. While conducting a private party, special car on one of our trains recently, some one inadvertently unlocked the door from the front part of the train. A Gaelic gentleman came into the sanctuary of Dwight's pet domain and seated himself comfortably in a vacant seat, whereupon Dwight politely informed the gentleman of his trespassing. "You will have to take one of the cars forward, sir, this is a private party car," said Dwight. The gentleman reluctantly gathered his belongings and shuffled towards the door. "I'm sorry, sir," apologized Dwight. "What the hell have you got to be sorry about?" yelled the passenger—whereupon D. G. W. held his peace.

Ruth Mechner was unfortunately absented because of sickness, but is back with us again.

Leslie Hodgetts has tried to emulate the Prince of Wales. He is wearing a "Biffer." This makes a quartet of "Biffers"—Petersen, Binger, Frantz and Hodgetts.

The new anthem is "Slipped in the Ditch," cute little ditty dedicated to the ponies. We're going to copyright it.

Mr. Binger is now reading "The Descent of Man," by Hendrik Van Loon. Funny how curious people become in their old age.

Way and Structures Dept.

Jack Weber
Correspondent

Now that the stock sale is over, let's see how the grand final registered. Looking over our summary sheet we find an item that is most pleasing to the eye of the Boss; our department went 100% in employes' subscriptions. W. J. Mallon topped the list in selling the most shares. Bill Moore, section foreman in East Chicago, proved himself a good stock salesman. John Hubenthal and A. E. Keeler showed heavy returns. The whole department worked hard and everybody is well pleased with the results.

Mike Bitner, Section Foreman in Gary, used a row-board and a bucket trying to get rid of the water around the Gary station last week.

Joe Saivato, Section Foreman in Hegewisch, is walking around Ford City curve. He gets dizzy going around the curve in high speed.

O. F. Harvey looked like an Indian chief during the cold spell, while working on the Burnham yard. Mr. Harvey wandered around the job with a blanket around his neck, and said he froze an inch deep.

Conference Elects

T. F. Corcoran, Section Foreman at Hammond, is the newly elected president of the Foremen's Conference. They elected a good man for the job, and Tom is making these meetings interesting. Mr. DeHaan, Section Foreman at Miller, was the speaker of the evening at the last Foremen's Conference. His subject on "Economy" was well emphasized and interesting.

Dave Bennitt, Section Foreman east of Michigan City, had to build a pontoon bridge, so he could get out of his house during the recent thaw.

Considering the hard winter and the sudden thaw, all Section Foremen have kept their track and right-of-way in good shape. All Section Foremen, as well as the section men, are to be commended on their efforts.

Sam Grotto of Hammond, C. Reading of South Bend, Gordon Block of New Carlisle, and R. S. Rosenberg of East Chicago are trackmen who are now taking First Aid instructions at the General Offices at Michigan City. We hope that we will soon have a qualified First Aider in each section on our railroad.

The "Two Hour" Crew

Here are Louis Kriesel and his hot shot boys—sounds like the radio announcement of a jazz band, doesn't it? They take No. 6, the Fort Dearborn Limited dining car train out of South Bend at 7:05 every morning for a two-hour jaunt to Randolph St. Left to right they are: Louis, the Conductor; Motorman C. W. Alspaugh, and Jack Payne, Collector.

Kellies

On the way to the First Aid banquet —Ray Hotchkiss and Jim Mallon pose with their new iron hats.

EMPLOYES SELL 6100 SHARES IN CAMPAIGN

Sixty-one hundred shares of 6½ per cent preferred stock in our railroad were sold by employes during the drive which started December 1, 1928, and lasted until February 20.

More than 90 per cent of employes bought stock.

Standings of the teams as the sale ended gave the Purchasing Department the lead with 224.3 per cent of its quota sold; the Publicity Department in second place, with 141.5 per cent sold; the Chicago General Office third with 134.7 sold. Then came Concessions, Signals, Accounting, Communication, Electrical, Ways and Structures, Traffic, Shops and Terminals, Transportation, and Claims.

April Safety Meetings

1—Freight Station, 1:00 p. m., South Bend Terminal.
1—Mechanical Department, 2:30 p. m., South Bend Terminal.
2—Signal Department, 7:30 p. m., Michigan City Shops.
2—Mechanical Department, 11:00 a. m., Michigan City Shop.
2—Freight Station, 1:00 p. m., Michigan City Shop.
2—Bridge and Building Department, 3:45 p. m., Michigan City Shop.
3—Electrical Department, 8:00 a. m., Michigan City Shop.
3—Mechanical Department, 2:45 p. m., Gary.
4—Trackmen, 7:30 a. m., Gary.
4—Trackmen (Special Car), 8:30 a. m., Gary to South Bend.
4—Crossing Flagmen and Gatemen, 5:30 p. m., Gary.
5—Freight Station, 1:00 p. m., Gary.
5—Freight Station, 2:00 p. m., Calumet.
5—Freight Station, 3:00 p. m., Hammond.
5—Freight Station, 4:30 p. m., Hegewisch.
5—Freight Station, 6:00 p. m., Kensington.
5—Trainmen, 10:00 p. m., Kensington.
8—Trainmen, 8:00 a. m. to 8:00 p. m., Randolph St.
8—Mechanical Department, 2:00 p. m., Randolph St.
18—Central, 1:45 p. m., General Office.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 APRIL, 1929 No. 4

CROWD GOING TO WAUKEGAN

South Shore Night April 18 Promises Excellent Showing

Event Follows North Shore Night Program Held Here March 29, Enjoyed by 150.

Characterized by those in the know as the "best yet," the South Shore Line Night program before the North Shore Line company section in Waukegan, April 18, is expected to draw a big crowd of our employes for the special party which will leave here on No. 24 that night.

According to J. K. Gray, president of the A. E. R. A. here, those of us who go along that night will see things hitherto undreamed of. Andy Culp as a star performer, for example; other numbers by other stars, all to be kept a secret until the curtain rises in the North Shore Line meeting.

Notify Schuffham

Ample accommodations are to be provided South Shore Line folks who make the trip. It is hoped that all will send in notification to C. G. Scuffham, Chief Clerk Transportation, so the arrangements can be made. Let's go up and have a look at our local performers as they face a strange audience!

The event grows out of the North Shore Line Night at our March company section meeting, March 29, at the Spaulding Hotel, Michigan City, at which 150 of our people were entertained cleverly by the Waukegan delegation of eight.

North Shore Show

The program that night included music by the North Shore Line male quartet: Earl P. Shultis, leader; Archie Shultis, Gage Stevens and William Bown. C. K. Stevens, Division Superintendent in charge of main line operation, gave the address of the evening on the subject of employe efficiency in railroad service; and a first-class three-man minstrel show was conducted by J. W. Oliver, Safety Engineer; O. E. Foldvary, Secretary of the Employes' Mutual Benefit association, and Mr. Stevens, who also sang in the quartet. Mrs. Foldvary was the pianist.

The argument is on: "Should the wife get up in the morning and get her husband's breakfast, if she is also employed?" As the question is not by any means decided, the PANTAGRAPH would enjoy hearing the views of its readers on the subject.

Tale of Two Sleepers

Once upon a time there were two conductors on the Indiana Harbor city line, named M. A. Scheeler (left) and Ed Davis. It so happened that two alarm clocks failed on the same morning, and so each of these gentlemen took a little layoff for oversleeping. The camera has provided for posterity a sort of impressionistic picture of this affair.

Mr. Scheeler is now at Tyrone, N. M., recovering from a long illness. His friends on the South Shore Line are looking forward now to the time when he will be back. Mr. Davis is a prominent dentist in East Chicago, and still keeps in touch with the old guard. The photograph was submitted by J. K. Gray, General Superintendent.

WENR HAS NEW PRESS SERVICE

Weekly press notices sent out by radio station WENR contain a wealth of interesting and often humorous anecdotes in connection with the operation of this powerful Chicago broadcasting plant.

WENR is operated on a wave length of 344.5 meters by the Great Lakes Broadcasting Company, which is jointly controlled by the Midland Utilities Company and other public utilities under the same general management.

Has Large Library

According to Morgan L. Eastman, director of the station and pioneer radio man in Chicago, WENR has one of the largest musical libraries of any radio station in the world. There are more than 78,000 sheets of music in the collection, a great percentage of which was personally selected by Mr. Eastman on his frequent trips to European musical centers. He is in charge of the popular Edison Symphony Orchestra and president of the Chicago Broadcasters' Association.

Sunshine Hour Favored

Among the well-known features sponsored by this station is the "Sunshine Hour", consisting of a group of old and new musical selections. The titles of these numbers are not announced and the audience is asked to guess which is which. At the conclusion of this "blindfold test" the announcer gives all the titles.

100 BOOSTERS GO WITH TEAM TO 6TH FIRST AID MATCH

P. S. Company Given Gold Medal as Winner—15 Teams Take Part.

Nearly 100 of our people journeyed up to the 132nd Regiment Armory in Chicago Friday night, April 5, to the Sixth Annual First Aid classic sponsored by the Red Cross, to back up our team.

Party a Success

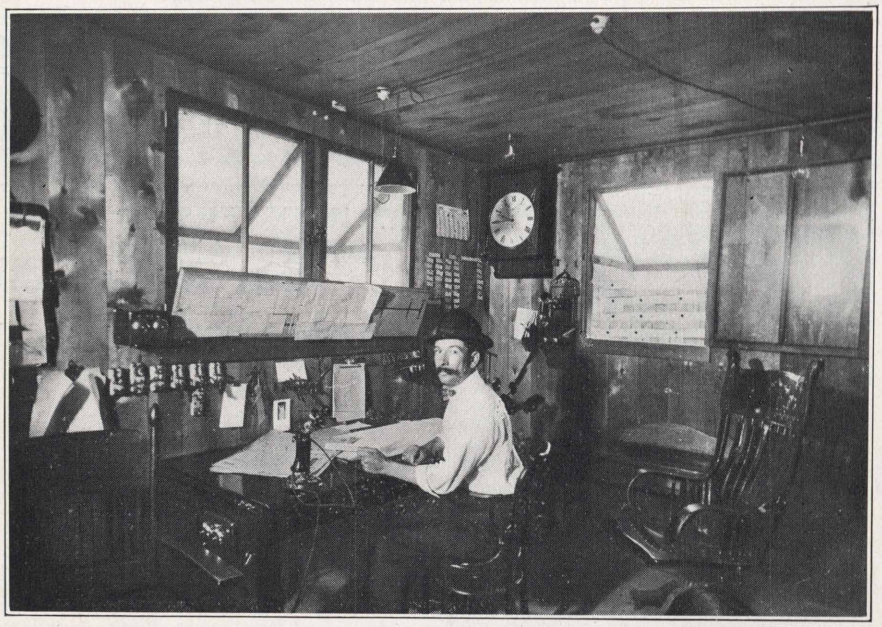
As usual the party was a success, and the great spectacle of fifteen white-clad teams going through the drill under the eye of the timekeepers, the cheering crowds and the music, amply repaid all who went. The personnel of our team was: Lou Howard, Lineman; A. Shellenberg, Apprentice Lineman; Gordon Black, Sectionman; Walter Weatherbee, Sectionman, and Lloyd Bantz, captain.

The gold medal for first place went to the team from the Public Service Company of Northern Illinois; the North Shore Line won the silver medal for second place, and the Commonwealth Edison Company was awarded third.

15 Teams

The following teams took part: South Shore Line, North Shore Line, Public Service Company of Northern Illinois, Commonwealth Edison Company, Chicago Aurora and Elgin Railroad, Metropolitan Motor Coach Company, Peoples Gas Light and Coke Company, Chicago Rapid Transit Company, Quaker Oats Company, Chicago, Rock Island and Pacific Railroad, Western Electric Company, Illinois Bell Telephone Company, 132nd Regiment Headquarters Company, 108th Medical Reserves, Sherwin-Williams Paint Company.

Is It Henry Ausstinn?



Do you like adventure? Are you fond of antiquities? Interested in heirlooms? Well, then, here's a real treat for you. This antique picture has a hair raising "history," part of the plunder from a pirate ship which was shipwrecked off the coast of Key West in the pre-Volstead days—finally landing in Tulsa, Oklahoma, where the robbers were traced to their lair. Under the masterly guidance of one of the biggest Sherlock Holmes agencies in America, after years of search and investigation, it was finally tracked back to Wapokoneta, to the Western Ohio Railway, the dispatcher's paraphernalia being of the vintage of 1900. This valuable heirloom has just been restored to the family of the man whose charming hirsute adornment graces this antiquity. Do you recognize him? He is now one of the big family of South Shore men. Still engaged in the transportation game—however, sans mustache, sans slim figure, sans seriousness. One of the best-liked men on the property. Three guesses, and I'll wager you'll not recognize him.—M. J. N.

30,000 HEAR BUREAU TALKS DURING 1928

That the message "Metropolitan Chicago is the Recreational Center of the Nation and an Ideal Homeland," has touched a responsive chord is confirmed by the continual demand for speakers from the Outing and Recreation Bureau and the Own Your Own Home Bureau of Chicago. Both are maintained in part by the South Shore Line, at 72 West Adams St.

During the past year, 1928, more than 125 public addresses and illustrated talks were delivered before gatherings throughout the Metropolitan Region of Chicago. A part of that number comprised a series of radio broadcasts featured through a well known Chicago station in which the scenic wonders of the territory were described. Excepting the radio talks, it is estimated that upwards of 30,000 persons heard Bureau speakers.

Included in the representative organizations before whom speakers appeared are Gary Real Estate Board, River Forest Business Men, Maywood Community Clubs, Illinois Committee of the Association of Commerce, Chief Operators of the Illinois Bell Telephone Company, Lake Forest Kiwanis, and Laymen's League of Chicago.

CONDUCTED TOURS OF FIELD MUSEUM READY

Announcement of officially conducted tours through the exhibition halls of the Field Museum in Chicago during April is made by Stephen C. Sims, director.

These tours start at 11 A. M. and 3 P. M. daily except Saturday and Sunday, and each tour covers a specific subject, such as "Skeletons," "Desert Indians," etc. The services of a guide lecturer also can be engaged without charge by special parties of ten or more, on written application a week in advance. Adult visitors are charged 25 cents except on Thursdays, Saturdays and Sundays when admission is free. Children are admitted free on all days. Faculty members, students and teachers are admitted free on identification.

Free Lectures

The April free lecture course at the Museum, held at 3 P. M. each Saturday will be:

13 Recent Explorations in Time and Space.
20 In the Cellars of the World.
27 Indian Winter in the Labrador.

Motion Pictures

The free motion picture entertainments for children, held at 10 and 11 A. M. Saturdays during the month, follow:

The Great White North.
13 Scottish Tidbits.
The Emerald Isle.
British Castles.
The Horse and the Man.
National Bird Refuges.
20 Arctic and Tropic Houses.
Arctic and Tropic Boats and Fishermen.
Wildflowers.
27 Where Salmon Leap.
A Cruise to the Land of the Midnight Sun.

Tell your friends!

R. H. JAMES MADE VICE-PRESIDENT

Announcement has been made of the election of R. H. James as Vice-President of the South Shore Lines. He will have direction of all traffic matters, including rates and divisions.

Mr. James joined the Commonwealth Edison Company in May, 1925, and was appointed to the President's office, a position he still holds.

In December, 1925, under instructions from Mr. Samuel Insull, he organized and was appointed Executive in Charge of the Traffic Bureau, and at the same time was also appointed Vice Chairman to the Executive Traffic Committee.

With State Line

He has been with the State Line Generating Company in various capacities since that company was organized. He was appointed Assistant to the President of that Company in September, 1926, and in March, 1928, he was elected Vice President.

In June, 1928, he joined the Chicago South Shore and South Bend Railroad as Assistant to the Chairman and in March, 1929, was elected a Vice President of that Railroad.

In March, 1929, he was elected a Vice President of the Chicago Aurora and Elgin Railroad Company and in April, 1929, a Vice President of the Chicago North Shore and Milwaukee Railroad Company.

SOUTH SHORE AGAIN TOPS FREIGHT MARK

Six hundred and thirty cars of freight were handled by the South Shore Line within the 24 hours of March 17, an all-time record for this railroad.

This would be equivalent to approximately 15 trains of the ordinary length. It is merely a further indication of the rapid growth of carload freight service on this line, which before the change of management in 1925 seldom had a day of more than 50 cars. Constant track construction and additions to equipment have been necessitated by this growth, which is also augmented by a total of 13 steam railroad interchanges.

HAMILTON TRACES GARY GROWTH FROM ICE AGE TO PRESENT TIME

(Continued from March Pantagraph)

"When the last great glaciers came down from the north, they came to northwestern Indiana in three great lobes. The one from the north is known as the Lake Michigan lobe, the one from the northeast as the Saginaw lobe and the one farther east as the Huron-Erie or Erie lobe. As these great ice lobes came forward they carried with them and pushed ahead of them great masses of materials, rock, boulders, gravel, sand, earth and clay.

Great Lakes Formed

"When the Lake Michigan ice lobe began to melt back beyond the moraine it had formed, the water between the lobe and the moraine formed a great lake. This lake, as it was then, is now called 'Lake Chicago' and its water submerged all of the area now occupied by the cities of Gary, Hammond, East Chicago, Whiting, and spread over a large section of Illinois.

"Slowly throughout the ages the ice receded, the earth warmed, vegetation grew and man entered the new world. He came from Asia, across Behring strait; and as others of his people came after him, he roamed and wandered to the south into what is now Canada, then on to the United States, and finding the country to the south warmer and more abundant in vegetation and fish and game, he settled and multiplied until, within the course of hundreds of years, he had practically covered the two American continents.

Spanish Flag First

"The flags of Spain, France, Great Britain and our own United States have been raised in turn over this vast territory. The pilgrims landed at Plymouth rock in 1620; then Father Joliet and La Salle made their journeys of exploration about; the white man followed their trail in ever increasing numbers, and the Indian retreated westward.

"First came trading posts, like that historic old settlement at Baileytown, then villages and small towns, and as the white man continued to move westward, cities took form.

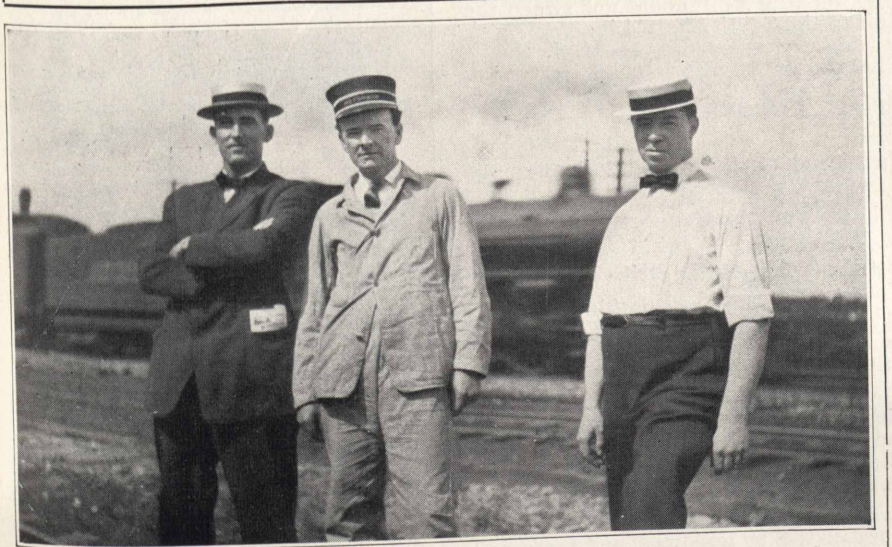
"Time rolled on! The westward advance of the center of population of the United States, closely followed by the center of manufacture, awakened the steel industry to the inevitable future economic loss and waste confronting it by transporting the raw materials from the great Mesaba ore deposits across miles of waterways, transferring it from vessels to cars and continuing the haul by railroads to plants where the finished product was produced and which in turn was beginning to move westwardly with the advance of population. To meet these changing conditions a more central location for manufacture was necessary.

Builder Appears

"So in this land of charm and mystery and beauty, which for ages had attracted the nature lover, the geologist, the botanist and the scientist, a more dominant type of man appeared —men learned in the arts of science and literature, in commerce and manufacture—engineers and doctors and lawyers; artisans and workers skilled in every craft and trade.

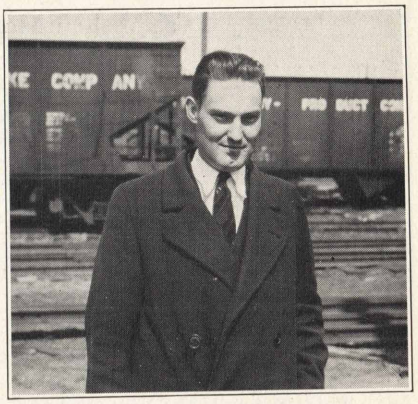
"Men came here, each finding his place and doing his part for the good of all in this mighty undertaking. Some are with us here today. Others have departed for fields unknown. Others have passed to the Great Beyond."

When Pullman Was Terminal



Taken at Pullman in 1909. Left to right: C. F. Young, Line Superintendent; George Helm, Motorman and Alvah Parsons, Motorman. This was in the days when "Doc" was doing his daily dozen. Alvah submitted the picture.

Promotions



Mr. Aldrich

Three important changes in personnel were put in effect April 1 by Charles H. Jones, General Manager.

William H. Ragsdale, formerly General Shop Foreman, became Master Mechanic; Merle Aldrich, formerly Electrical Engineer, became Engineering Assistant to Master Mechanic; and Charles F. Ludden, formerly assistant to Mr. Aldrich, became Acting Electrical Engineer.

All three men are well known along the line, and their promotions were favorably received by everybody. THE PANTAGRAPH wishes them all the best of things in their new connections.

CROSSING HAZARD ON INCREASE: ENGINEER

Despite the agitation for elimination of grade crossings in this country, county, state and national authorities continue putting new ones in faster than old ones are eliminated.

According to W. A. Underwood, superintendent of Ways and Structures for the South Shore Line, a new attitude toward traffic problems as they affect railroad crossings must come before progress can be made in the removal of this hazard.

Summarizing the state of affairs today, Mr. Underwood recently gave out the following paragraphs:

1. The elimination of grade crossings is going on at a rate of about one-third less than new streets are being opened across railroad grades. This condition obviously must cease if grade crossing hazards are to decrease.

2. Better not to permit a crossing at all if by so doing a hazardous condition is created.

3. The necessity for the frequent spacing of crossings is not required today by a specific, arbitrary distance between them as it was a few years ago. This should be determined by the density of traffic, real or estimated, and the capacity of the crossings to carry it. Their convenience to certain people or their financial value to some private interest should have little or no weight in determining the necessity for a grade crossing.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
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D. C. SCHNABEL.....Editor

VOL. III APRIL, 1929 No. 4

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

Garden Club

This is April, the planting month, the spring of the year when one's thoughts naturally turn to sowing flower and vegetable seeds, to beautifying the landscape. And, with this call to the soil coursing through your system, now is the time to formulate our plans for a South Shore Garden Club.

You will recall that each year you have seen an announcement along about the first week in June, addressed to the different properties reading as follows:

> "Under the auspices of the Garden Clubs of the Peoples Gas Light & Coke Company, Commonwealth Edison Company, Chicago, North Shore & Milwaukee Railroad, Chicago Rapid Transit Company, and the Public Service Company of Illinois, the Home Gardeners Association of our companies will present its annual flower show in the main floor auditorium of the Peoples Gas Building, Chicago."

What is the matter with having the South Shore included in this list, as our General Manager, Mr. Chas. H. Jones, suggested in the June, 1928, issue of THE PANTAGRAPH? While it may be too late to enter a South Shore Club in the June Flower Show, yet many of the South Shore family have choice peonies, iris, gladioli and roses which they could exhibit as an individual exhibit.

Now, right in the month of April, is the time to plant bulbs for fall flowering. Plant your garden seeds, your vegetable seeds for the exhibit of the South Shore Garden Club at the fall exhibit of flowers and vegetables. Let's join in this whole-heartedly!

George Blockno, our janitor, who is an authority on the raising and growing of flowers and vegetables, will be pleased to help you out with your problems. And our genial Supervisor of Dining Car Service, Mr. J. W. Mears, who is not only a lover of, but also a grower of flowers, may be able to give you some valuable tips as to the bulbs that will produce the best results. Moreover, he can tell you how to get your bulbs and seeds at cut rates. Now get busy! The South Shore has always entered heartily in every drive, contest and activity of the properties, and has come out with credit to itself. Let us organize a South Shore Garden Club and at the fall exhibit of flowers and vegetables there is no reason why we "should not sweep the boards," and come out a winner, a credit to the South Shore Line.

—M. J. N.

Pantagraph Strike Threatens

THE PANTAGRAPH office is in receipt of the following anonymous "dialog":

Sambo: Say, Rastus, did you know that the Pantagraph scribes are going on a strike?

Rastus: What yuh talkin' 'bout strike—what good a strike do them?

Sambo: Well, Rastus, it's just thisaway. They get nothin' to eat, they ain't goin' to write. The Speakers' Club had a big feed. First Aid had several big feeds—and these poor fellers have had their tongues ahangin' out since Chrismas and all they gits is promises. And promises doant fill up a hungry stummick.

Well, it IS about time the scribes had something to eat. They have been doing a routine, thankless job well and without complaint. The year since the last PANTAGRAPH dinner has slipped by with surprising speed, and at that time it was agreed we should make it an annual affair.

So be it known that these faithful workers are to be rewarded, before this month is out. As a year ago, a good speaker will be imported, and there will be no limitations at all on shop talk, since writers notoriously prefer that to other matters of conversation. Watch for your invitations, scribes; they are on the way.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"The boss offered me an interest in the firm today."

"He did?"

"Yes, he said that if I didn't take an interest in it pretty soon he'd fire me."

! ! !

The father of photography was an army officer,
And of the electric motor, a bookbinder's clerk.
The inventor of the telegraph was a portrait painter,
And of the jacquard loom, a dressmaker.
A farmer invented the typewriter,
A poet, the sewing machine—
A coal miner, the locomotive.
The telephone was the after-school work of a teacher of the deaf.
The disc talking machine, the night work of a clothing salesman.
The wax cylinder phonograph, of a lawyer's clerk.
The typesetting machine, a groceryman.
A physician made the first pneumatic tire because his little son was an invalid.
The story of nearly every great invention has been the result of some one riding a hobby.

! ! !

"AYE—THERE'S THE RUB"

A young woman who collects antiques recently acquired a haircloth chair, and now she knows why her grandmother wore six petticoats.

! ! !

Flapper—A girl who powders her nose, bobs her hair and says: "Clothes, I am going downtown. If you want to come along, hang on."

! ! !

He brushed his teeth twice a day—with a nationally advertised tooth paste.
The doctor examined him twice a year.
He wore his rubbers when it rained.
He slept with the windows open.
He stuck to a diet with plenty of fresh vegetables.
He relinquished his tonsils and traded in several worn-out glands.
He played golf—but never more than 18 holes at a time.
He got at least eight hours' sleep every night.
He drank milk from contented cows.
He never smoked, drank or lost his temper.
He did his dozen daily.
He was all set to live a hundred.
The funeral will be held next Wednesday.
He is survived by eighteen specialists, four health institutes, six gymnasium instructors, and others.
HE FORGOT TO STOP AT A GRADE CROSSING!

—W. W. C.

! ! !

Stranger—"What's your line?"
Bootlegger—"I'm in the public utility game."
Stranger—"How's that?"
Bootlegger—"Oh, I help to keep the public lit up."

—M. J. N.

! ! !

A loud and objectionable bore had been talking for hours about himself and his achievements.

"I'm a self-made man, that's what I am—a self-made man," he said.

"You knocked off work too soon," came a quiet voice from the corner.

! ! !

ODDS AND ENDS

Spinach is a Persian plant.

Our genial storekeeper, Sam Sadler, loves chili con carne.

A scientist says that bees are guided solely by odor.

Frank's delicate throat will compel him to take an early vacation.

The United States per capita account in savings bank is $211.

Four hours' hard thinking exhausts the tissues as much as ten hours of manual labor, declares an European scientist.

Mabel Farber has two mighty interesting children.

—M. J. N.

! ! !

Scribes: Only the "missus" can tell you how much we appreciated the flowers—they were beautiful.

YE ED.

ALONG THE SOUTH SHORE LINE

Accounting

Elsie Hileman
Correspondent

Pantagraph news is again a much sought after article. Who knows something about somebody else? Let's have it. Ye correspondent has been able to scrape up a little.

F'instance the girls had their regular bridge club meetings. Mildred Larson entertained her club at bridge on March 4th. Prizes were won by Mrs. Edw. Brown and Esther Peters. Mrs. Brown, Mrs. Jos. Shones and Mrs. John Halverson were guests of the club. On March 18th, Mrs. Elmo Waybright entertained her club. Bridge was played at three tables, honors being won by Laura Stephenson and Elsie Hileman.

Lila Thompson entertained her club at her home on Tremont Street, Irene Dailey and Hazel Mell winning the honors. It was decided to postpone further meetings until after Easter.

Lila Thompson, stenographer in the Transportation Department, is quarantined at home with her son, Roger, who has scarlet fever. Roger is much improved, however, and we hope Lila will soon be able to be back with us again.

In Memoriam

The entire South Shore office force were very much grieved to learn of the death of George D. McKinley, of Gary, who died following an appendicitis operation on March 23rd, 1929. He is survived by Mrs. McKinley, formerly Miss Clara Fetke, who for many years was stenographer in the Accounting Department and is well known to many of us, who all join in extending our sincere sympathy to her in her loss.

Betty Gay and Florentine Lutchman visited the Illinois Central Freight Accounting Department on Saturday, March 23rd, to obtain new ideas on abstracting and efficiency in freight accounting.

The new Accounting office addition is progressing rapidly. Here's hoping that warm weather will arrive soon, or we'll be shivering at our desks when the time comes to tear out the east wall.

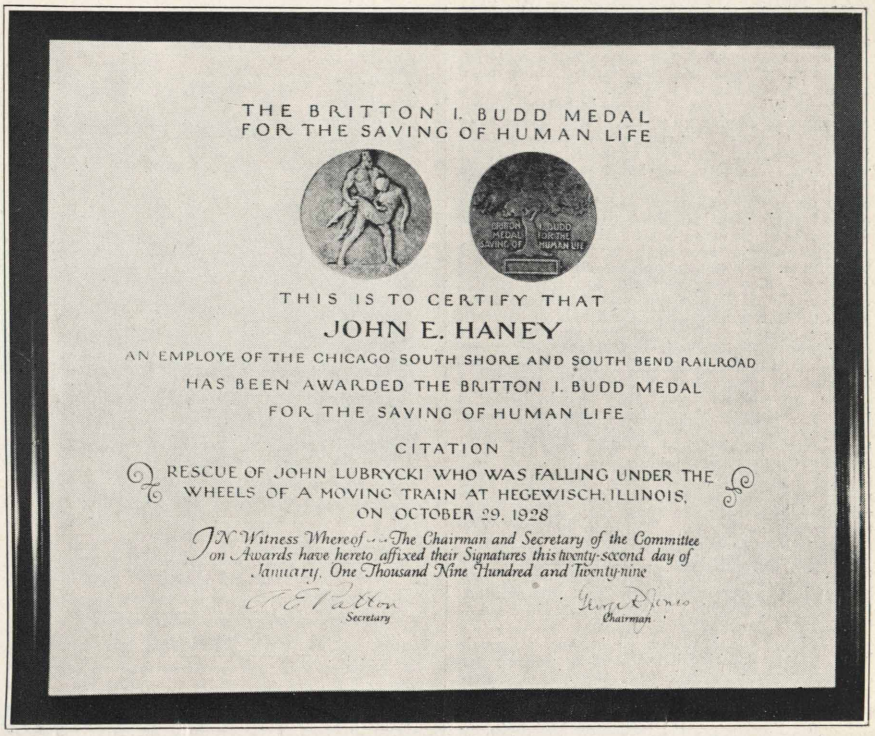
O. H. Hansen is the latest derby enthusiast; we mean hats, not horse races. Mr. Hansen is sporting a very becoming new "katy," and is now eligible to join the ranks of the "400" with Mr. Mallon, Raymond Hotchkiss and the others. And, we can't resist mentioning the new eye glasses. Mr. Hansen did like to laugh at the rest of us "old" people who had to resort to spectacles. You look very dignified and grandfatherish, Mr. Hansen.

A Business Man

E. Ben Williams, nine-year-old son of Ed. Williams, Freight Agent at Gary, is probably the youngest South Shore stockholder.

Ben lives in New Carlisle and is the local representative for a La Porte newspaper. He is paying for his stock entirely through his own efforts. He is a lively companion for his collie, Bowser.

Certificate of Honor



This certificate, given Jack Haney, our crossing flagman at Hegewisch, testifies to the fact that he is a medal holder for the saving of human life. It was presented to him by W. W. Clemmons, Safety Engineer, at the February A. E. R. A. meeting. He received his medal at the First Aid banquet in Chicago, January 22.

Wallace and Loretta Lloyd have a new Chevrolet Coach. Wally says he sure hated to part with the faithful old "jolopy," but it simply had to be done. The writer can testify that the new car is O. K. as the Lloyds still give the same obliging taxi service to the Eastport residents as before.

Page the Hallers. Haven't heard much of the newlyweds. Guess they are too much engrossed in their honeymoon apartment to think of anything else.

Spring housecleaning is now in full swing. Someone has the "spring fever" out at the South Shore apartments on E. Michigan Avenue. Window washing is the chief recreation outside of office hours. Ask Lloyd Bantz and Mr. Williamson.

17th of Ireland

St. Patrick's Day was a big day for several people this year. Miss Naughton says this is the first time the South Shore ever gave her a holiday on St. Patrick's Day, the most important day in the whole year to a good Irishman. And Marie Kelley (of course she isn't Irish). Oh boy! Did you see what St. Patrick's Day brought her? A beautiful ring, it's Irish too, and Charles Ludden is the lucky man, as you probably have already guessed. Congratulations and good wishes. Better make it soon. I heard someone wishing the other day that there would soon be someone to give a shower on. So hurry up, girls, how about it? We have a few suspicions, Anna Boothroyd won't tell us much and Betty had a dream the other night (it wasn't a day dream, either). Ask her about it.

And Mr. Mitchell has been walking around in an absent minded state. We wonder what it's all about. Oh, well—you know they say —"In spring a young man's fancy, etc., etc."

The Accounting Department extend their congratulations to our editor and his wife, Mr. and Mrs. Schnabel, on the arrival of a small daughter, Nancy Drake, on March 15th. We'll be expecting to see her photograph in the Pantagraph soon.

Brakemen

C. E. Platt
Correspondent

Any reader of the Pantagraph who is thinking of getting false teeth may get all the information about them from Collector McNulty.

Collector Moore has found out what the big wheel in the vestibule of the passenger cars is for, so we have heard.

"Sparky" Hanna was seen getting off of a passenger train at Tremont the other day. Don't tell us you have gone in for bug hunting.

No More Pie

Brakeman T. W. Storey says he is going to quit eating mince pie, as he is liable to lose his boyish figure if he doesn't.

Collector Scott, what does Conductor Platt mean when he sticks both thumbs straight up?

Brakeman Drake was seen getting his flivver and camping outfit all shined up the other day. All fish beware! Drake says the nomads' life is the only life, and the gypsies are not so dumb.

Freight

Evalyn Knight
Correspondent

From 41st Street, Chicago

Get acquainted with the boys at 41st street, the station that knows! And how!

The official office censor did not pass on these.

Mike Shine, our genial Platform Foreman, is still looking for that predicted Republican prosperity and condemning our wet politicians who vote dry.

J. Floyd Straley, the Forty-first Street Station Adonis, still retains his title as the best platform man between Milwaukee, South Bend and Aurora. Our J. Floyd served in the navy dur-

ALONG THE SOUTH SHORE LINE

ing the recent war, and girls, he sure does know his ports and sails.

J. John Walters, our utility man, is holding something important out on the bunch. He wears a smile that won't come off. We have noticed lately that he is counting up the days and minutes with the aid of the office calendar. Also writing up such fancy names as Dolores, Anastasia, Illeana, Robert, Samuel, and other names. Let us in on it, John.

Frank Winder, our Cashier, is better known as Samuel. A nice quiet boy (still water runs deep). Goes to church every Sunday and Wednesday, and burlesque at the Empress every week-end. Happily married but none of our clientele knows it. Goes to lunch and the bank every noon hour. Since Oppenheimer Co. have opened their plant on Root Street Frank now detours a block or so out of his way.

Lightning, our rate clerk, and his boy friend from New York went shopping, so they say, for clothing. Now why two old bachelors on the extreme South Side of the city should go away over on the Northwest Side for a pair of trousers we do not know. However, they ventured forth one night and they woke up at the end of the line when the conductor called out, "End of the line, far as we go, Logan Square."

The boy friend from New York being a stranger naturally blames Lightning for passing up their station. However, Lightning comes back and says that just as they reached their station three good looking Jewish girls and several beautiful Swedish girls got on the train and he could not drag boy friend out of the car, and after riding a short way on the train they were overcome. The conductor finally brought them to.

We understand that J. E. Blackley, South Shore bill clerk, who is practically bald, has been using hair restorer for the past few months. He claims it is doing wonders for his head—maybe it is, but not for his hair.

William Tanchin, tally clerk, has as much hair as Mr. Blackley hasn't. If he doesn't get a trim soon—well, he's past the stage of getting a dog license, we'll have to use more drastic measures, perhaps chloroform.

C. W. Robbins, rate clerk, has had a toothache for two months. He has started for the dentist's office several times with two dollars in his pocket but upon approaching the office, finds the ache has left him; result—he still has the two dollars and the toothache. Faint heart never won fair lady, Bob. That reminds us—we have discovered why Mr. Robbins has been singing and whistling that "late" song, "I wonder what's become of Sally." Yep, she lives in Milwaukee, and now that spring is here, most likely the "free" transportation department will be working overtime.

Hammond

Several "snaps" of individuals of the office force have been taken, but as we feel that they don't do us justice, will have to wait until we get some worthy of us to send in for publication.

Everybody up here is as busy as a bee, but we still find time to get a laugh or two a day. (Note: Pass the joke along and let us laugh, too.)

New Carlisle

Mr. Chester Moyer is the second-trick man at this station now, replacing Mr. Fred Cole, who is at East Chicago. The Agent, Mr. Mummey, and Mr. Moyer, are old pals, having worked together for several years at Peru, and are no doubt very glad to renew old times.

Did you ladies know that there is a millinery "salon" right here in the family, so to speak? Mrs. Mummey has a very up-to-date shop in New Carlisle, where milady may choose her new spring bonnet from a wide variety of the latest and smartest styles. Stop at the passenger station for directions as to how to find it.

South Bend

John Shires took his first vacation in seventeen years when at Easter-time he spent the week-end with relatives in Toledo. This is the first time he has visited them in this length of time.

And still the fad is raging; Jimmy Rensberger has a new car, too—a Dodge, if you please, and that worthy gentleman is pleased as can be with it.

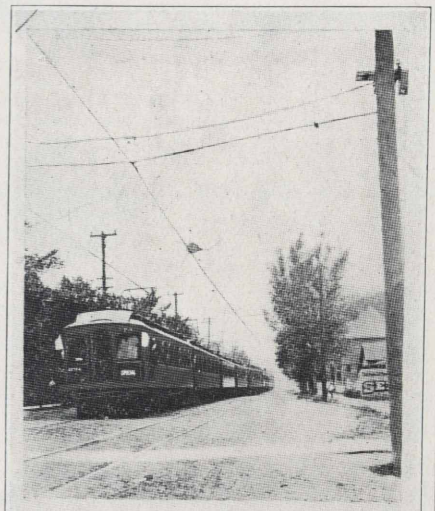
Henry Toellner and Joe Friedline have been casting longing looks at each other's jobs for some time, so decided to "swap," which was satisfactory to everybody concerned. Now Joe is day clerk and Hank is again working nights.

The freight office has the appearance of an art exhibit now. We have a collection of famous paintings on display. These pictures are very wonderful and expensive and originally sold at the magnificent sums of 25c up to $1.00 each. These pictures are drastically reduced in price, and are now selling for 24c up to 99c and absolutely as good as new. The only thing wrong is that the glass is missing. Anybody wishing to take advantage of this unheard-of opportunity, see Joe or Hank, the O. S. & D. boys.

Roscoe Arnold isn't very good at keeping birds. He caught one the other day out in the "wide open spaces" and after tying its feet together he put it on a stump until he went home. When he went to get it, the birdie had "flew." You should have put a little salt on its tail, Roscoe.

Mr. Chouinard's father, who has been visiting him for the last few months, returned to his home in Ottawa, Canada, the first of the month.

One for the Old-Timers



AN ELEVEN CAR EXCURSION TRAIN.
PULLMAN, ILL. TO HUDSON LAKE, IND.
JULY 10, 1910
via
CHICAGO, LAKE SHORE & SOUTH BEND RY.
(SOUTH SHORE LINES)

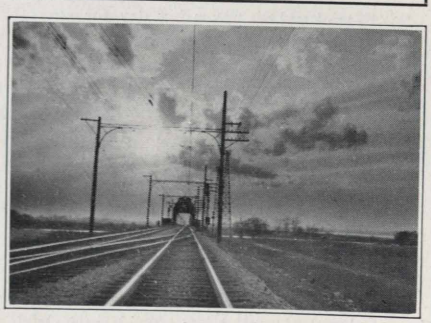
Sir:

I am enclosing herewith an old time picture that I have had in my possession for nearly nineteen years. The picture of this eleven car excursion train was taken just one month to the day before I was employed by the C. L. S. & S. B. Railway.

This picture is taken at 11th and Franklin Streets and the train is headed east. The "Selz" sign was on a high board fence immediately back of what is now Behrndt's Drug Store, the old Haller homestead, a little old brown house almost hidden by shrubbery, being on the corner. South of Tenth St., Franklin St. had a narrow brick pavement.

O. H. HANSEN,
Auditor Passenger Revenue.

The Drawbridge



This artistic piece of photography was done by John Hasemeyer, down at the drawbridge on the K & E. The cloud effects, which John was aiming at, are beautifully set off by the stark outlines of the bridge.

General Offices

M. J. Naughton
Correspondent

Mr. Anton

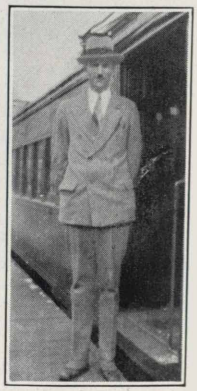
And here's another South Shore man with a smile—some happy bunch they are. Merle D. Anton, often referred to as our "Boy Trainmaster," practically lives on the South Shore. You can find him morning, noon and late at night at his post of duty.

Merle

Merle is married, and says he has the most agreeable wife in the world. Pretty nice compliment, eh? Mr. Anton was connected with the Illinois Traction System from 1910 until 1920, as conductor, motorman, power dispatcher, stationmaster, train dispatcher, coming to the old Chicago, Lake Shore & South Bend Railway in 1920 as Dispatcher, and in 1923 returning to the Illinois Traction as trainmaster. In 1926 he came back, as he puts it, to "the best railroad in the world" as trainmaster, and since that time has been at the Randolph Street Terminal. He would enjoy golf if he had any time off, loves a good show, is a crack bowler, and sometimes drives an automobile, of which he is very fond. From the foregoing you will note that Mr. Anton "grew from the ground up" in the railroad game, and this experience, coupled with his good nature, alertness, his eye that sees and ear that hears anything for the betterment of South Shore service, has made Merle D. Anton one of the valued employes of the system.

Mr. Stratton

Girls, look who is here! Recognize Earl Ferner's Chief Clerk, J. L. Stratton? Mr. Stratton had several years' experience with the Illinois Central and came to the South Shore early in 1928, to help Mr. Ferner in his arduous duties. That he has made good is only telling half of it. His employers tell me that he does a wee bit of bowling. Please keep a watchful eye for "Handsome Jack" at the next AERA party, for JK says he will see that he is introduced to all the eligible girls.



Stratton

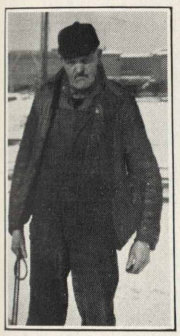
Have you noticed the great improvement in Norman Ziese, our office boy? Norman is rapidly getting over his bashfulness, and has certainly proved a

ALONG THE SOUTH SHORE LINE

find here. Speed and competency are combined in his makeup, and we will all be glad to learn of his advancement.

Charlie

This is one of the oldtimers to whom no introduction is necessary, for we all know Charlie, who is always on the job.



Charlie

Charles Biederstadt for seventeen years has been a trusted and valued employe of the South Shore. He is the dependable material and yardman for the Maintenance of Way Department at Michigan City. It is his duty to sort out material and tools required at various locations by the track department and to see that they are shipped promptly. He also keeps a watchful eye over the scrap along the right-of-way, seeing that it is piled up and ready to be converted into cash. He also sees that the switches around the yards are open and kept clean. In other words, a general man for the Way Department—one who does not need the watchful eye of the boss to supervise his work.

Seventeen years of faithful and loyal service to the South Shore, and going as strong today as the day he was hired—can you think of any more fitting testimonial of a man's worth? Charlie has been frugal and saving, and with his wife, who has always been a helpmeet to him, now enjoys all the comforts of an attractive home of his own on Pleasant Avenue within easy walking distance of his work.

Donna

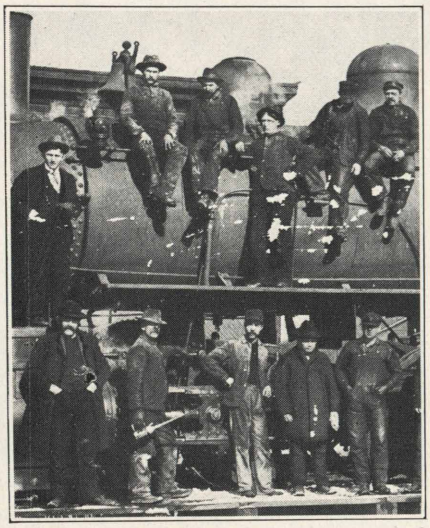
Donna Smith, Mr. Ben Smith's oldest daughter, loves the outdoor as her picture indicates. She is a leader in the Girl Scouts, the sister organization of the Boy Scout movement.

Good Morning, "Gramp," and heartiest congratulations. Who and what for? Didst not hear the BIG news? Our Assistant General Manager, Mr. Thomas G. Hamilton, is a grandfather. No wonder he has been going around with his face wreathed in smiles — and here we were attributing it to his wonderful success in selling South Shore Stock. A son was born to Mrs. John G. Hamilton, the wife of Mr. Hamilton's son, last month at the Mercy Hospital in Gary. The whole South Shore force join in best wishes for Tom Hamilton's grandson. Pass the candy and cigars.

"Mrs. Herbert Hoover, the new mistress of the White House, has had much experience in making a home for her family in many different countries under many different situations. No other wife of a President ever brought with her to the nation's capital such a background of practical experience. After spending the early years of her married life in China, where Mr. Hoover was engaged in engineering, they moved from country to country so rapidly that by the time Herbert Hoover, Jr., was three years old, his parents had been three times around the world.

"During Mr. Hoover's Food Administration, Mrs. Hoover contributed to his work the "Cash and Carry" slogan and invented the Hoover apron. When Mr. Hoover became Secretary of Commerce in 1921, Mrs. Hoover helped provide suitable living quarters for thousands of girls and women who were in Washington during the war.

Background



W. H. Ragsdale, Master Mechanic of the South Shore Line, got his start in the steam railroad game. This picture shows Bill with some of his fellow workers on the head end of a Great Northern locomotive in the shops at Kalispell, Mont., 'way back in 1900. Mr. Ragsdale is in the center of the picture.

Nuff Sed

Look out! It's Fred Parker!

"An intense lover for the outdoors and its benefits naturally caused Mrs. Hoover to become interested in the Girl Scouts of America, of which she is now Vice-President.

Girl Scouts

" 'The scout movement,' said Mrs. Hoover, 'is an adventure in Friendship. Let girls learn to do what makes for a full life for us all. Let them know something about electrical equipment, carpentering, and plumbing. Let them consider such matters as dirty kitchen floors and dishes, not as chores, but as challenges to be dealt with. Hiking, campfire building, wood lore give poise and health that make the young woman equal to the strain of even the most complicated urban life. In this back-to-nature movement there should be no clinging vines'."

Shops

A. C. Tews
Correspondent

Sunday, March 3rd, 1929, saw the passing from our midst a fellow worker, Henry F. Washluski.

Mr. Washluski was employed April 16, 1925, as Oiler on car equipment and held this position until his death. He attended the A. E. R. A. meetings regularly and was present at the meeting held March 1st, 1929 at the Spaulding Hotel, Michigan City. The following day he was taken ill and rapidly grew worse, although his real condition was not realized until Sunday shortly before his death.

Mr. Washluski

Mr. Washluski was a native of Michigan City, having been born here Jan. 27th, 1895. He is survived by his widow and five minor children.

As the days go by, we miss his face from among the Shop boys, the Safety Group, the A. E. R. A. Meetings, and in crossing between the shop and oil store house, where he used to work a great deal. It is a tribute to say that by his daily acts and his kindly pleasant attitude toward all with whom he dealt, he always gave us a smile by which we might remember him.

Signals

W. M. Lloyd
Correspondent

Now comes the spring with gamboling lambs and house cleaning. The maintainers have felt the urge and are busy spreading paint and cleaning up evidence of the long winter to make things bright and clean in keeping with the season.

Earl Bragington and Mr. Smith attended the Railway Appliance Show in Chicago and the A. R. A. Signal Section banquet and meeting. They both report a very enjoyable time.

As another evidence of spring Duc has filled the radiator, replaced the tires and dusted the cobwebs off the Gardner. "Runs as good as the day I bought her," says Duc, "and is good for another 100,000 miles. But they put better material in cars in those days than they do today."

Training for Picnic

Ralph Osborn will go into training the latter part of the month for the big horseshoe pitching contest to be held at Lake Park some time in July. Ralph has a regulation clay court at his home in Miller and will prove a strong contender for the cup at the picnic. As soon as Osborn recruits an eagle eyed partner the line gang can look to their laurels.

W. J. Talbott, our west end maintainer is busy with the draw bridge, spring cleaning and painting these days and we don't hear much of him. In fact we never do hear much of him but some day we will get something on him and write him up in great style.

The gentleman from South Bend, "Unk" Tenvoorde has been behaving himself and we have nothing on him. "Going to school and

ALONG THE SOUTH SHORE LINE

working hard each day keeps me in shape," says Unk. Claims he doesn't even have time to look at the girls, but we have our doubts as to that.

Hennebarry Back

Tom Hennebarry is back with us again as general foreman and has things going big at the State Line, where we are just completing a good-sized job.

Charles Beebe, one of our collegians, has returned from Indiana University and is back at his old game of driving the Ford truck and making himself generally useful to the foreman.

Joe Hoff recently took two days off but at this writing we don't know why. There is nothing Joe likes better than work and more work and he wasn't sick so we can't explain the two days off. What was it, Joe? A mild attack of spring fever?

Traffic Department

C. L. Binger
Correspondent

Sprigg had cumb, Sprigg had cumb,
I cadd feel it idd the air,
Birds are siggig, bells are riggig,
Sprigg is everywhere.

I've taked off my widder fladdels,
Add put ond my sumbber clothes,
Add, after bondths add bondths of sdezzig
I cad albost blow by dose.

We notice the paint on the radiator in the south corner of our office is beginning to wear off. Wonder who sits on the radiator?

Had a delightful and welcome pair of visitors in the office Saturday morning, March 23. Mrs. W. R. Jones and Reggie, Jr., gave us the double "O." Do it some more.

Mac, it takes feminine care to attain the best results, when it comes to pulchritude. Looks fine.

Dwight, what are these strange mumblings we hear from you? That one about re-betrayed, and another about gimlet-twist. Come clean, big boy, come clean!

The traffic department extends congratulations to "Dud" and "Mrs. Dud."

All the golfers are getting itchy. Won't be long now.

Understand Jamie and Mac are going into the cinema business. Jamie is cultivating the lower register in his larynx. Must be in training for the "talkies."

Les Hodgetts is training Wayne, his last acquisition, to be a caddie. Les is having a hard time keeping track of lost balls already. Get out of the habit, Les, or it will break you. Better train the new caddie to keep his eye on the ball before he gets old enough to make excuses.

Rumor has it that our esteemed boss received some golf paraphernalia for Christmas. It won't be long now, before he acquires a more vigorous vocabulary. Boss, how many caddies can you supply for the inter-company tournament next fall?

FIELD MUSEUM CASES ON SHOW IN SCHOOLS

Six natural history exhibits from the Field Museum, Chicago, were displayed during March in South Bend public schools, and in schools and libraries in Michigan City, East Chicago, Gary, New Carlisle and Mishawaka through the agency of the South Shore Line.

The cases illustrate natural surroundings and development of flowering dogwood; the process of tea raising; the horned grebe, a wild fowl; a model of a coal mine; the fox sparrow, and the rose mallow, a marsh rose. They are part of the extension work in traveling exhibits maintained by the Field Museum. E. B. Stover, Special Engineer, was in charge.

What Is It?

This is our mystery picture. We don't know where it came from, who sent it in or who it is. It is printed in the hope that somebody will identify it for us.

The Old West Wing

Can you remember when the west wing of the general office looked like this? Ray Glassman was the photographer.

Niagara At Night

Ray Glassman, clerk in the Shops Department, took this shot at the falls one night during a recent visit there.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 MAY, 1929 No. 5

SWAMI TO ASTOUND A. E. R. A.

1929 RAIL WORK AND BUILDING GIVEN SENDOFF

Seven Miles of Main Line To Be Relaid—Structures Are Well on Way.

Start of the 1929 rail relaying and general construction work on the South Shore Line has been announced by Charles H. Jones, general manager.

Four and one-half miles of single track between Hillside and Wilhelm, about nine miles east of Michigan City, will be re-railed. Hundred-pound steel will be used, replacing the present 70-pound rails. Ties will be replaced with new treated ties wherever necessary.

Between Meadowbrook and Burns' Ditch, 14 miles west of Michigan City, rail replacements will go in for a stretch of two and one-half miles on the eastbound main track, using 100-pound rail. The spring switches on either end of the double track in this section will be replaced to allow for No. 20 turnouts, in which the size of the curve at the switches is greatly enlarged, providing an easier passage to and from the siding.

Siding Finished

A 2185-foot freight siding in front of the general office building at Michigan City has been completed and is in operation. Builders are at work now on an extension of the carpenter shop to 30x120 feet, to include a truck garage, line workshop and offices for foremen.

The Way Department is experimenting with a weed-killer on the east end of the line. The material is shavings collected from the bottom of gas storage tanks. Sediment which adheres to the shavings is of a chemical composition which has proved efficient in killing weeds on the track.

The new Accounting Department addition is taking form now, and E. H. Utley, Jr., Auditor, expects to move in by June 1.

STRAIGHT AIR FOR ENGINES PLANNED

New valves for a "straight air" brake system on our freight locomotives, as well as electrically controlled sanders, are now in the shops being installed.

This device will bring about complete remote control of braking apparatus on our freight trains. It will be completed about June 1.

Hindu Seer, Famed For Query Solving To Be Here May 24

Employes Urged to Attend Meeting in Marquette Hall and Bring Problems.

The far-famed Swami of Hindustani, Muchahui, who hears all, knows all, sees all, will appear in person before the next meeting of Company Section 15, A. E. R. A., in Marquette Hall, Michigan City, the night of May 24, under the auspices of the engineering branch of the Way and Structures Department.

Guided by occult voices from the East, the gifted Swami will in person answer every question propounded by the audience, no matter how profound, without even seeing or hearing the questions put!

Seated on a dias in the center of the stage, Muchahui will gaze on a Hindu crystal, go into a cosmic trance, call out the questions which have been secretly written down by his interrogators in the audience, and tell the TRUTH in answer to each and every one!

Outstanding Event

This, according to J. K. Gray, section president, will be the outstanding feature event of the year in A. E. R. A. affairs. So profound is the Swami's wisdom, says Mr. Gray, that he knows what his audience is thinking, so great his prophetic powers that he sees into the future with great clarity. It is strongly urged on all employes of the South Shore Line that they come to this spectacular event with all their love tangles, financial difficulties and schemes for the future. Muchahui will unravel the mystery from each one, and strip the veil of the future before the astounded eyes of his audience.

In addition there will be motion pictures presented through the courtesy of the Northwestern Engineering Company, and possibly the Pennsylvania K-4 Quartet. The program committee is working on the latter possibility at this writing, with the hope that arrangements will be favorably completed.

Waukegan Visit

Nearly 200 of our people went to Waukegan the night of April 18 to

(Continued on Page 3, Col. 2)

NEW FAST TRAINS ARE FEATURES OF SPRING SCHEDULE

Westbound Evening Diner Train Goes On Two-Hour Time; Changes at Gary

Improved service and a number of new trains mark the summer schedules of our road, in effect April 28.

In accordance with the policy of the management to continue improvement in convenience, there are now three trains on extra fast schedules westward bound out of South Bend, Michigan City and Gary daily, instead of one as heretofore.

Faster From Chicago

The Fort Dearborn Limited, morning diner train, now leaves South Bend at 6:05 A. M., Michigan City at 6:48, arriving in Chicago at 9:05 Chicago time, two hours flat. The next train out of South Bend goes at 7:05 A. M. on reduced running time. The Garden City Limited, which formerly left South Bend at 5 P. M., now leaves at 5:05, Michigan City at 5:48, and arrives in downtown Chicago at 7:10, 8:10 Chicago time. This train carries a dining car and has been speeded up for the convenience of patrons who plan to attend the theater or other functions in Chicago.

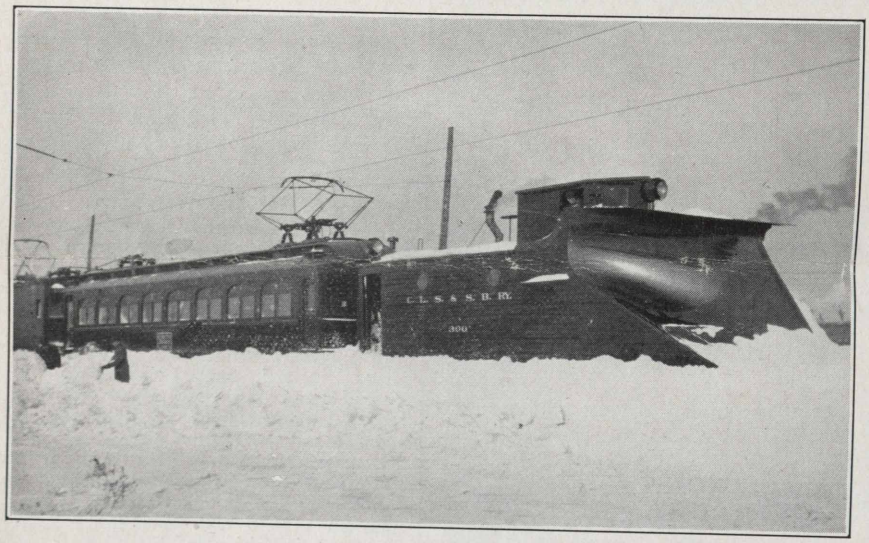
Regular service from Chicago to Michigan City has been shortened to one hour and 26 minutes. The St. Joe Valley Limited, evening diner train out of Chicago, now leaves Randolph St. I. C. Suburban station at 4:15 P. M., 5:15 Chicago time, on its extra fast run to Michigan City and South Bend. Like the Fort Dearborn train westbound in the morning, this train stops only at 63rd St., Gary and Michigan City out of downtown Chicago stations.

Seven More Plugs

For theater patrons and other evening visitors in Chicago, an extra fast train now leaves Randolph St. at 10:15 P. M., 11:15 Chicago time, for Gary, Michigan City and South Bend. The midnight train out of Randolph St., 1 A. M. Chicago time, goes to Michigan City in one hour and 18 minutes, to South Bend in two hours and ten minutes.

Eighty-five trains a day now serve Hammond, East Chicago and Gary, an increase over the previous schedule of seven trains.

"The Winter of the Big Snow"



EDITORIAL NOTE: *Three sets of these remarkable snow pictures have come to the PANTAGRAPH office in the past month, and a fourth set was offered for use. We are greatly indebted for this interest, and hope that all the contributors will feel a share in this display.*

Sir:

Here are a few pictures taken during the "big storm" of January 12, 1918, which I am sure most of the old timers will remember.

Traffic was stopped for several days by the huge drifts of snow. All in the train service as well as many from other branches of the service were handed a snow shovel and told to dig themselves out.

The picture at the upper left was taken at Ambler stop; the upper half of the shelter house can be seen above the snow.

The picture at center left is the Russell plow being pushed by two of the old A. C. motors.

At lower left are shown many old timers with their snow shovels. In this group are J. Adams, Bob Stroup, Otto Lindsey, Jap Landis, Mr. Farber, Frank Killingbeck and C. G. Wilbur.

The top picture above shows the Russell plow in the act of freeing Car No. 2, which was in service on the Indiana Harbor Line.

The lower of the photographs above looks west at Calumet cross-over, where in many places a man walking on one track could not see a man on the other track, as the snow was from five to six feet deep in places.

Yours,

Alvah B. Parsons,
Traveling Motorman.

FOUR PROMOTIONS ARE MADE MAY 1

Louis Rappeport, formerly in the Disbursement Division of the Accounting Department, has been appointed Staff Auditor, effective May 1.

Lloyd E. Bantz, who was Time and Material Clerk in the Way and Structures Department, succeeds Mr. Rappeport, and W. M. Lloyd, formerly Clerk in the Signal Department, will take up Mr. Bantz' former duties. Charles Beebe, who has been learning the signals business from the ground up, is now Clerk in Signals.

Mr. Rappeport will have authority to audit or examine all records, routines, cash, disbursements, revenues and the like in the Accounting Department, stations and other locations where the company has material, cash, or records.

STOKES APPOINTED INSPECTOR OF CARS

George Stokes has been appointed General Inspector of Cars and Equipment on the South Shore Line, the North Shore Line, the Chicago Aurora and Elgin Railroad and the Chicago Rapid Transit Lines, reporting to Bernard J. Fallon, Vice-President in charge of operation.

Mr. Stokes

Mr. Stokes has been an employe of the North Shore Line for almost seven years. Starting with the Transportation Department on May 22, 1922, as Collector, his efficiency and attention to duties earned him an appointment in 1923 as Conductor in the Chicago-Milwaukee service. Before joining the North Shore Line, Mr. Stokes was identified with the Pullman Company.

MRS. STICK FLIES TO BENTON HARBOR

Mrs. August Stick, wife of one of the painters in our Shops, accompanied Mrs. Wilhelmina Schultz, 102 years old, her grandmother, on an airplane trip recently to Benton Harbor to open officially the new airport there.

The Schultz plane was the first to land on the new airport, following dedication. Mrs. Schultz, because of her great age, was chosen for this honor, and Mrs. Stick as a favorite granddaughter accompanied her.

BULLETIN

The PANTAGRAPH office has just received notice that the family of R. R. House, our Superintendent of Railway Stores, now includes Robert Collier House, born May 1, 1929. Congratulations!

KNIGHTS OF PEN TO HAVE ANNUAL FEAST

The annual dinner of PANTAGRAPH correspondents, one of the most exclusive events on the South Shore Line's yearly social calendar, was scheduled to take place Thursday night, May 9, in the Manufacturers' Club rooms in Michigan City.

Approximately twenty guests were expected to attend this professional dinner and enjoy Mrs. Peterson's cuisine. Afterward there were to be talks, by Harry Warren, city editor of the South Bend News-Times, and others, discussions, badinage and whatnot to complete a pleasant and memorable evening. Was it a pleasant evening? We don't know yet, because it hasn't happened. But watch the next PANTAGRAPH.

FOREMEN TALK OVER LABOR-TRACK POSER

"How We Can Have Better Track with the Same Amount of Labor" was the subject of the April Foremen's Conference meeting at the Michigan City Terminal April 17.

Better material, more ballast, better drainage, prevention of rail creeping and other factors came up for discussion. W. A. Underwood, Superintendent of Way and Structures, gave a brief talk on drainage and ballast, and W. J. Mallon, Assistant Engineer, described the methods of the North Shore Line conference in conducting meetings.

"Renewing Ties" was chosen as the subject for the meeting scheduled for May 16.

FAMED HINDU SEER TO BE HERE MAY 24

(Continued from Page 1, Col. 2)

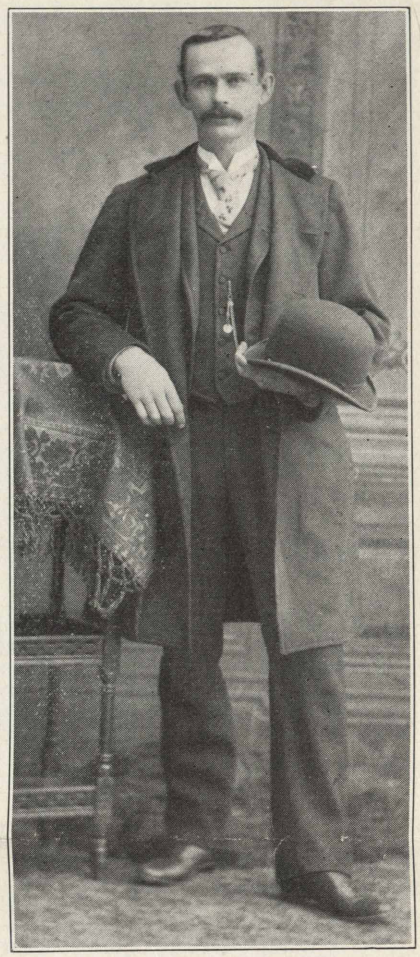
help put over South Shore Line Night at the North Shore A. E. R. A. Headed by the gifted Andrew Culp and company in "Twenty Minutes Layover at Alfalfa Junction," the program included singing and dancing by the Mallon twins, musical numbers by the children of Tom McCaskey of South Bend Freight, and a talk by J. B. Stover, Special Engineer.

Many commendations from North Shore Line members lent glory to the occasion, and the dinner for our people at the Triangle Restaurant in Chicago made a gala party of it.

The introduction of Muchahui, the Swami of Hindustani, to our Company Section, however, is something new in the way of entertainment. According to W. J. Mallon, Assistant Engineer, who is personally acquainted with the Swami, Muchahui will wear the huge turban and flowing robes of his race, and will be attended by two beautiful maidens of the East, Fatima and Sultana, and two male assistants, all garbed in silken vestments closely resembling the American pajama.

The Swami, Mr. Mallon says, attributes his great wisdom and occult powers to the fact that he eats nothing but broccoli, and but little of that.

In the Pre-Razor Age



Once upon a time there was a young man in the electric railroad business.

We could go on like that for a page, but the more we said the more you would know. The object of this game is to guess who the pictured party is —can you name him? Several spotted the "Henry Ausstinn" of the April issue—J. K. Gray as a train dispatcher.

COMPANY JOINS IN BIG AD CAMPAIGN

South Shore Line has joined our sister railroads in the presentation of a big advertising campaign for the summer, based on the idea, "The Steel Highways Are Always Open."

The ads will appear in Chicago papers regularly, and carry the signatures of the Aurora and the North Shore lines as well as our own. In each ad, the inevitable motor traffic congestion of the Chicago area on weekends and holidays will be forcibly pictured, and the contrast between that and the quick easy transportation of the electric railroads emphasized in the copy.

Proofs of these ads are to be posted on bulletin boards and in stations. Study them out, and talk them up.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

VOL. III MAY, 1929 No. 5

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Requisites to Safety Success

You must believe in Safety.

You must recognize your personal responsibility in accident prevention.

You must be active, not passive. It is of no avail merely to believe in a thing unless this belief is supported by sincere, conscientious efforts.

You must be a leader in impressing those under your jurisdiction, or those with whom you associate, of your sincerity about Safety; letting it be known improper practice will not be tolerated.

You must have an intimate knowledge of accidents on your territory—as to number, causes and remedies applied.

With the knowledge that good Safety records have been achieved in every department and in all classes of railroad service under any and all conditions, you must believe in your ability to prevent accidents, recognizing that what others can do you can do.

If you possess the above qualifications the accidents over which you have any control will be reduced to a minimum. To such a movement of Safety there is no contribution of time or effort that any of us dares to withhold.

—W. W. Clemmons, Safety Engineer.

Compensation

We reap what we sow. If I think a circle of men and women are superior to me I am likely to be snubbed. If I feel inferior, I will not fail to be inferior. If I am self-confident, I awaken confidence. If I cringe, I make others want to step on me. If I am cheerful, cheerfulness is handed me by others. If I am grouchy and snappy, they will bite me. People go at me about the way I go at them.

I am getting what is coming to me. If I am lonely, it was I who drove hearts away. If I am bitter, it was I who skimped the sugarbowl. The loving are beloved. The generous are helped. The considerate are considered.

—W. C. Dunlap, "The Ginger Jar."

Cross Crossings Cautiously

The estimated population of the United States on July 1, 1928, was 120-013,000; number of automobiles registered as of Dec. 31, 1928 was 24,750,000.

Total casualties at highway grade crossings in 1927, 2371 killed and 6613 injured; in 1982, 2568 killed and 6667 injured, an increase of 167 fatalities and 54 injured. While there was some reduction yet there was an increase of a million and a quarter more automobiles on the highway than in 1927, therefore it is the belief of railroad managers considerable progress is being made in their intensive campaign of education of the motoring public.

Railroad companies have started on the sixth year of an ambitious Safety Program intended to reduce railway accidents beyond a special point by the end of 1930, and each of the past five years has seen substantial progress toward the desired goal.

Our employes can do a lot toward spreading the gospel of grade crossing Safety. Practice it first of all—then preach it.

—W. W. C.

By the Way

Just casually, and without implying anything, the editorial department would like to suggest that some of our PANTAGRAPH scribes turn to the Freight column in this issue's correspondence. Like the rooster who pointed out the ostrich egg, we humbly submit this splendid representation as evidence of what is being done in other quarters, with the honors to Miss Evalyn Knight of South Bend Freight, the enterprising correspondent.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

AIN'T IT THE TRUTH?

Happy the man who loves his job
And loves his job alone;
For many a man loves another man's job
When he ought to be loving his own.

! ! !

"Billy, do you know what happens to little boys who tell lies?"

"Sure, they ride for half fare."—The Northern Light.

! ! !

A traveling man hurried up to the hotel clerk's counter. He had just ten minutes to pay his bill, reach the station and board his train. "Hang it!" he exclaimed. "I've forgotten something. Here, boy, run up to my room—No. 427—and see if I left my pajamas and shaving kit. Hurry! I've only five minutes now."

The boy hurried. In four minutes he returned, empty handed, and out of breath.

"Yes, sir," he panted, "you left them."

! ! !

SAFETY FIRST

Stop and look at the wasted lives,
Of the fatherless children, the heartbroken wives.
It needn't have happened, which seems the worst—
It was somebody's lack of Safety First.

Motormen, you are brave indeed,
But the lives you carry others need.
By the greatest precaution you must be led.
For you never can tell what lies just ahead.

Trainmen, conductors, all the rest,
Are you faithfully doing your level best
To promote the safety of every one?
Each life is too precious to just "let 'er run."

Autoists, speeding so swiftly along,
If you heed the warnings, you won't go wrong.
You will find them located far enough back
So it's easy to stop ere reaching the track.

Pedestrians, walking along the main,
Right in the path of a speeding train;
'Tis a good idea to keep looking back,
But a better one to keep off the track.

Mothers with children going to school,
'Tis well to teach them the self-same rule.
There may be no flagman to wave them back,
So tell them to look ere they cross the track.

Safety is up to all of us, then,
And not alone to the railroad men.
For which seems saner, a stylish hearse
Or a careful observance of Safety First?

If we all do something more than talk
Of encountering danger at its worst,
Then we shall help each other to walk
Straight in the path of Safety First.

—Collector Howard Kroening.

! ! !

A man was walking along the railway tracks and passed another going the other way.

"I am looking for the president of this road," said the first man. "Do you know where I will find him?"

"Well," replied the other, "you are on his track."—Oncinawile.

! ! !

Conductor—How old is the little girl?

Little Girl—Mother, I'd rather pay the full fare and keep my age to myself.—Interurban Messenger.

! ! !

FROM 41ST AND UNION L. C. L.

You are the fellow that has to decide
Whether you'll do it or toss it aside.
You are the fellow who makes up your mind,
Whether you'll lead or linger behind.
Whether you'll try for the goal that's afar,
Or just be contented to stay where you are.
Take it or leave it, here's something to do!
Just think it over—it's all up to you.

—Occidental News.

ALONG THE SOUTH SHORE LINE

Brakemen

C. E. Platt
Correspondent

Conductor Carl Miller is still suffering with asthma. Carl says "If it would only stop raining I would feel better."

Collector John Pelgrim says that copper stock is at a standstill at present, but is positive it will go up. Hang on, John!

The John Faulkner from Hammond that was arrested for stealing shrubbery from the Lincoln Highway sometime ago was not "our John."

Collector Kroening is back to work again after being off sick for sixteen days.

Collector Burgwald is off sick. Hurry up and get well, George, 'cause we all want to see you back soon.

Collector Retseck is advertising for a good reliable alarm clock. Doesn't care what the price is.

Freight

Evalyn Knight
Correspondent

41st & Union St. Station

The Information Bureau; when in doubt, call 41st Street. Experts in all lines. (Four out of our five mirrors are now badly broken and the fifth might go any minute.) Note: This reminds us of the song, "I love me, I love me."

J. J. Walters, our boy husband and his child bride have moved into their new home at 5148 Marshfield Blvd., Apartment 3.

Mr. Walters has been cultivating an upper-lip growth for the past few months and in seeking the description of a certain party it brought forth the following: "Did he have a mustache like the agent's or like mine?" Imagine what kind of a funny eyelash the boy has under his nose. It ought to be visible by October.

Mr. Walters is our utility man and there is no task too big or strenuous that he will not tackle and do it up in first-class order. When John does a thing, we know it is done right. They advertise Ivory Soap as 99.44%. Well, so is John.

Since the April edition of the PANTAGRAPH our cashier makes no detours. Anyway, the girls across the street are just as good to look at and not so far away.

Cold Sores

Our cold-sore triplets: Clarence Robbins appeared with a bad, red mark on his lower right chin. He claimed a cold sore. Now, cold sores don't blossom out so low down. Bob, if the boys and girls at the Trianon are rough, why not try the Aragon or White City? Eddy Dillon, one of our chauffeurs came through with a very red face and his alibi was "cold sore." Better change bootleggers, Eddy. The South Shore biller was the next. From his condition, we take it for granted that he went to the Savoy instead of the Trianon. He had to go home early one afternoon and how that boy has been dragging his feet all the rest of this week!

Mr. Johns is preparing to use a hair-growing remedy of his own invention. Blackley, kindly take notice and govern yourself accordingly. (Night ticket agent at Michigan City might also be interested in this new tonic.)

John O'Hara, our modern Knight of the Wheel (automotive engineer), made a record for himself this past winter. Not once did he get stuck in the mud trying out a new route nor get caught in a blind alley.

Blackley was blamed for the April edition, although he had several co-editors helping him. The boys intend to make this a special Blackley column this month, so they say.

First Delegate: "Did you fill your date last night?"

Second Delegate: "I hope so. She ate everything in sight."

—Submitted by Mr. Johns.

Hammond

Our office experienced a real spring house-cleaning last week. The office has been painted, windows washed and last but not least, Mr. Connelly audited our station in the midst of the cleaning. It kept the office force busy for awhile dodging paint spots and once in a while we weren't quite as successful, which accounted for the peculiar color of complexions at times.

Talk about speed! Miss DeMik and Miss Schroeder, cashier, leave the office at 5 o'clock and get home at 5:10, a distance of five miles. It's just a Dodge, and Miss DeMik can sure dodge 'em.

Mr. Ferner wonders why it rains every time he leaves his raincoat and umbrella home. He says he wouldn't mind it if Miss DeMik would bring her car on those days, for it's just a few minutes to his home when he rides.

George Moon, warehouseman, says if the Queen Anne Candy Company stops shipping candy via South Shore, he would quit and get a job in their shipping department. He just loves to check large shipments such as they have, from two to three pieces on one bill of lading and only around one hundred shipments a day.

Wedding bells will soon be chiming. Miss Freda DeMik will soon become the bride of Peter Weirs, of Oak Glen, Ill. The date has not been definitely set as yet, but it won't be long now. We wish them just lots of happiness.

Miss Minnie Schroeder entertained recently Miss Evalyn Knight, cashier at the South Bend Freight office, over several week-ends.

Gary

At a meeting of the Gary Freight Station Section of the American Railway Association, April 29th, Ed Williams, agent for our Line, was elected Secretary. Congratulations!

New Carlisle

Chester Moyer takes his daily exercise at South Bend. Every day he puts in about an hour or so pitching those wicked balls for the South Bend freight-house boys to catch. We suspect that Chet is trying to reduce. This ambitious fellow also says that his job would be a good one for a lazy man, but as for him, well, it's just lonesome; not enough to do.

South Bend

We are sorry to report that Mrs. Culp fell down the cellar steps recently and suffered minor injuries, which, though not serious, are nevertheless painful. Mr. Culp says he doesn't think his wife will try any more gymnastic stunts for a while.

Mr. Charles Beck, Chester's dad, has just returned from a winter tour of the South and West. Chester says he's glad he had to stay home and work, he'd hate to have nothing to do but enjoy himself. By the way, we understand that Chet tried to trade cars with his father, but "the Gov'ner" said "nothing doing," he'd rather have his Oldsmobile than the Stude.

Another station employe has finally succumbed to the fatal disease known as "newcaritis." This malady is very serious and has very tragic effects upon the pocketbook. Joe Friedline is the latest victim, having recently purchased a new Dodge.

James Rensberger is furnishing his "nest," having recently bought a rug and a fancy mirror from Mr. Valleau, our claim agent. Of course, we realize that it is near June, the month of brides and graduates. We hardly think that Jimmie is buying graduation gifts, so there is only one conclusion left to draw.

Henry Toellner has left the employ of the South Shore to take over a news business in Hammond. Hank has decided that he'd rather be his own "boss" and we wish him well. He has also decided to take upon himself another responsibility. Reports tell that he is to be married in the coming month. Good luck in both ventures, Henry!

Mr. Varga

And here is a picture of George Varga, the bill clerk, freight trucker and general all 'round handy man. You have been told so much about this young man that you will be anxious to see his likeness.

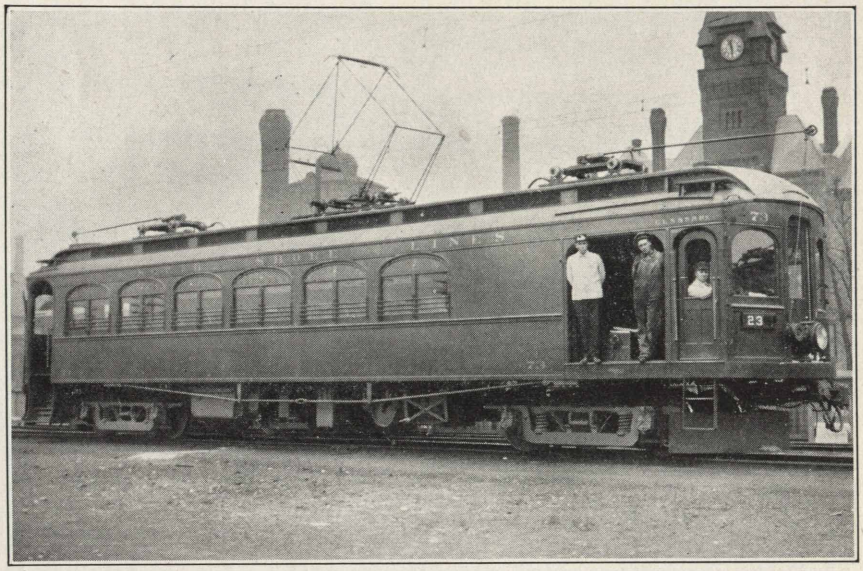
George is the sheik of the bunch, or at least he was at Easter time, when he blossomed out in a new outfit late one Saturday P. M., after payday and a half-day off. The writer missed the thrill of seeing George "all dressed up" but from what the others said, he certainly must have been "dolled up fit to kill."

George is "Mayor of the West End," being a resident of West Indiana Ave., and sometimes has to use drastic measures to subdue his subjects, that is, one would think so to listen to his conversation.

George went to the A. E. R. A. meeting at Waukegan last month and has not ceased to talk about the sights he saw. This was his first trip to Chicago, and for the next few days he could hardly turn his head. He says he wants to go again, but is afraid that he will get lost. He enjoyed the banquet en route to the meeting very much, but says he would have enjoyed it much more if he hadn't had to worry about so much tableware, etc.

Nevertheless, George is a real addition to the

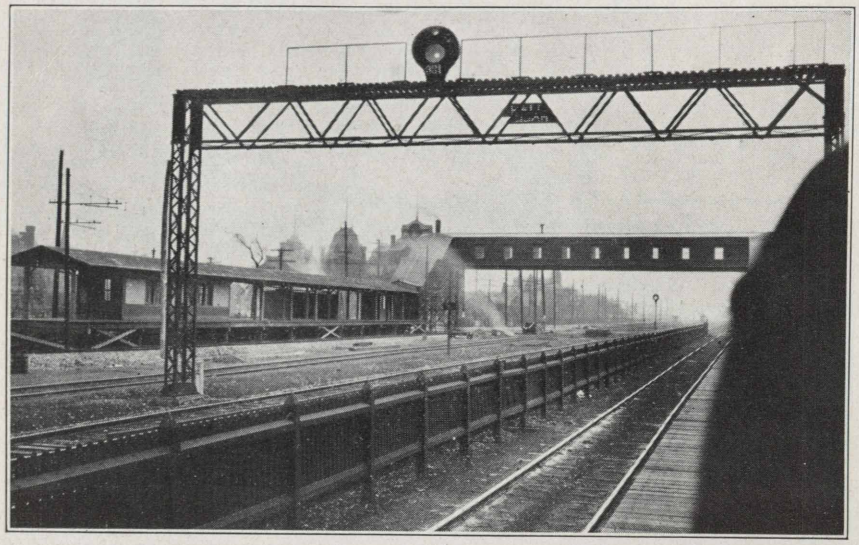
What Time Was It?



At Pullman fifteen years ago. At the left, G. Williams, an express messenger, in the center E. Neil, inspector, and A. B. Parsons, motorman.

ALONG THE SOUTH SHORE LINE

Pioneer Hardships



This is the Pullman station where the South Shore Line used to have to transfer passengers to and from the I. C. in early days. The overhead footbridge in the background was used to cross over the tracks—a long and inconvenient hike.

—A. B. Parsons

General Offices

M. J. Naughton
Correspondent

MAY DAY—and what has become of our May Queens, our May Pole Dances, and baskets of fragrant flowers hanging on our door knobs? The world has moved on apace, and now the month of May is dedicated to Child Welfare work—and we have Mother's Day, a day set aside for homage to our Mothers. And in Chicago, the schools have a week's vacation on account of moving day being May 1, the idea I presume being to help their parents get settled in their new domiciles—and talking about moving and all its consequent woes and griefs—how many of you have read Degraco's story of the Indian and Moving Day?

"A birch bark canoe—bag and baggage, the whole family and the dog. Moving day a pleasure. Nothing in the attic. No Salvation Army wagon at the door for junk accumulation—no taxes, no rent. Up stream or down stream. Follow the sun—that's the life. It strikes me that Mother Nature has not kept pace—she maintains no experimental department. Man has become almost an obsolete model—he does not fit in with present day environment. If Mother Nature followed the scheme of automobile builders we would be free of all do-dads and gadgets—excess baggage according to our doctors—and we would be operating on a simplified chassis. We all have a hankering to get out somewhere—to stretch out flat on the ground and look at the sky—just look and dream. Too much civilization—all the rough spots worn off. Living on lettuce and cream puffs, and our hands lily white. One wants to go back—to hear the call of the silent places—to be a good old Indian."

Garden Club

How is the Garden Club coming along? Have you planted your garden seeds? Set out your fall flowering bulbs? Time is getting short you know—and we want the South Shore Garden Club to go over big. George Blockno at the General Offices and J. W. Mears of the Commissary Department at Highwood, our experts, will gladly give you assistance, advice and help. Even if we cannot be a winner, let's get in the race and show them we are alive.

For Old Time's Sake

On the front page of the April Pantagraph was a picture of two of our old trainmen, Ed Davis and Morge Sheeler. On the back cover Morge was again shown in the "Mystery picture" taken at Healthwin. Morge as most of us know, has been down at Tyrone, New Mexico, for sometime in an endeavor to regain his health. He was always one of the very popular South Shore boys. At Christmas most of us send him a Christmas greeting card. And I've been thinking, it's Spring now "when Hope springs eternal in the human breast," and wouldn't it be a thoughtful act if all of us who knew him in the old days were to get busy and send him a cheery greeting card—a "shower of cards"—only cost a few cents and a little of your time, to help make him feel good. Let's do it—his address is Tyrone, New Mexico.

The South Shore Office Girls on April 25th gave a dinner party at the Old Homestead Tea Room in honor of two of the bunch—a sort of "speed the parting guest" affair. Elsie Hileman and Imogene Hasemeyer severed their connection with the Company on April 30th. It was a jolly bunch who partook of the fine dinner served at prettily decorated tables with pink tapers and fragrant vases of pink roses and white cherry blossoms. Elsie Hileman, one of the most efficient employes of the South Shore Company, more familiarly known to all of us by her maiden name, Elsie Costello, resigned her position to devote her whole time to homemaking and housekeeping in her cosily furnished home. She was presented with a walnut magazine rack, which she tells us "just matches some of my chairs." Good luck to you, Elsie, and the best wishes of every one will go with you in your new venture. And Imogene Hasemeyer, who doesn't want to grow up, was presented with a beautiful red silk umbrella which matches to her spring ensemble of red and tan. "Energine" is leaving us to take a position in the big city—she likes Chicago as a town, but tells us that "she hates to leave the bunch." Here's hoping that Chicago will treat you as kindly as we have always tried to do. Some one suggested that "Energine" should have a set of rubber heels— and ye scribe will certainly miss the merry quick tattoo of her heels coming down the hall.

Famous In No. 2

Have you seen the row of lemons that adorns the ledge in Room No. 2? Frank is about to start "on a long journey," and says he always gets car sick. Some one whispers the lemon cure is to reduce the extra avoirdupois he has put on from eating John's candy.

Spring is here and that means increased business—let's pray for warm weather for you know the popularity of riding on the South Shore gets warmer with the weather.

What's in a name? A-plenty sometimes. Didst see in the Michigan City News where they were crowning Mildred Larson as May Queen at some college in Georgia—she may be a "Georgia Peach," but I'll say (who shouldn't being a Southerner) we have a Mildred Larson right here in the office who could give her cards and spades when it comes to good looks. And she is not the only deserving uncrowned queen on this property.

Dependability

Just place before the word "ability," the syllables "depend" and you have the biggest word that I can think of in service—DEPENDABILITY. (VanAmburgh.)

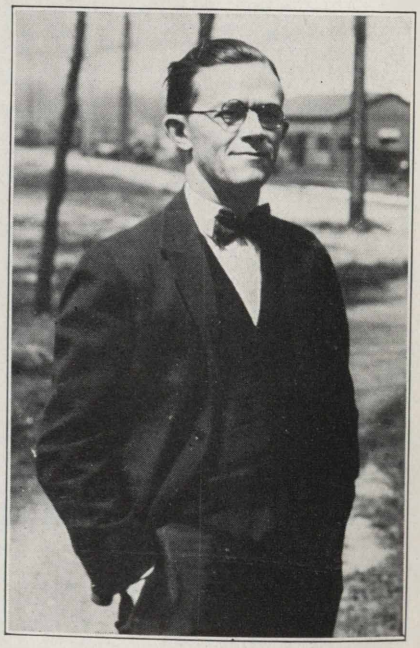
MYSTERY . . . Mr. Oberfell has engaged a handsome Chief Clerk—and girls, listen, he is not married. No, Mr. Oberfell's office is not open on Saturday afternoons. The accomodating JK has appointed Esther, Rose and Dorothy, a Committee of Three, to see that Jack, the bachelor from Ferner's office, and Al's Chief Clerk are at the next AERA meeting. Welcome to the circle, Boys!

Did you see our good looking John Sack escorting a pretty brunette to the Business Girls' Minstrel Show the other night? Some Chesterfieldian is our young John—and with a smile that is worth a million dollars.

Frank, after reading "Odds and Ends" in last month's Pan has learned a few new cuss words.

Safety Clem

Clemmie can talk either backwards or forwards about SAFETY. Has just returned from a three-day Safety session down at Indianapolis. Great crowd, that Safety bunch! Six Hundred and only 12 "brung" their wives—and with a big dance scheduled, what were the poor men to do? Presto, press the buzzer, and to the force came thirty handsome Big Four stenogs, and, like the usual stenographer, made a big hit. For you know it is the poor hard working stenographer who can always be depended on "to come to the fore" in time of trouble. "Here's to her, may her shadow never grow less!"



No. this is not a "big-Butter-and-Egg Man"—the unalloyed bliss you see above is the face of Frank Ell Winegar of the General Manager's office, Beau Brummel of the railroad, who prides himself on being one of the active workers in putting over the big sale of South Shore Stock. Frank, as the print indicates, is the kind of fellow you can meet in an alley in the dead of night without the usual goose quivers or raising of hair or hands. He loves all the girls—partial to none—for he says if there is

ALONG THE SOUTH SHORE LINE

one thing he likes it is "more pretty girls." Is an enthusiastic golfer, a booster for Gary, and a general all around good old kid, and can stand for a lot of good wholesome kidding.

Fred Parker has been searching every number of the Pantagraph for the last few months for a wise crack about his mustache—anything to please Fred.

The folks around here who used to sing "Sonny Boy" are now driving us frantic (keeping us from concentrating) at their warbling: "I Can't Give You Anything But Love, Baby."

Reach for It

Jack Weber is carrying a sack of candy beans around with him—and when anybody asks for a "Lucky," he holds out the sack and sweetly chirps: "Have a Sweet." But Dispatcher Schlacter says he prefers a Durham to a Sweet any day.

Do you know the old German Proverb:
"When wealth is lost, nothing is lost,
When health is lost, something is lost—
When character is lost—ALL is lost."

Vacation days started on the South Shore in April. Among the returned vacationists is Laura Stephenson, who is enthusiastic about "mountains." Laura tells us she had the trip of her life with that good looking husband of hers and her mother and dad, in her handsome new Hupmobile. She toured through the East taking in the sights around New York City, Buffalo, Philadelphia, and a sort of second honeymoon trip to Niagara Falls, winding up with a visit to her husband's folks in the old home at Huntington, West Virginia. Laura has now returned to her desk ready to work harder than ever. Mighty glad to have you back again!

Is marriage a failure? Want to see the proof that it is NOT? Then see the beaming face of our genial Michigan City Agent Albert Krueger as he tells you, with his face wreathed in smiles, that his wife is coming back after a nine weeks' vacation. That's the stuff!

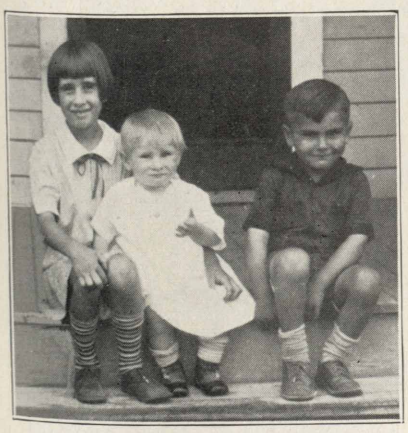
Mrs. Barnay Back

Florence Barney has also returned from her vacation—a two weeks automobile tour down South to historic old New Orleans, with her husband and young son. Florence tells a certain patron of the South Shore concession: "Now I know why you like strong coffee, after that thick strong New Orleans Coffee—and also found out why you walk so slow—all Southerners do, don't they?" If you want a good slant on Southern life, as seen by a Northerner, ask Florence to tell you about her stay in Cairo.

It is Spring "when a young man's fancy lightly turns to thoughts of love"—and oh ho, hum—ask Marie if this is so, and she will drawl out "I reckon so." Charley and Marie are oblivious to their surroundings—and here's hoping that Life will always find them attuned to the joy of living!

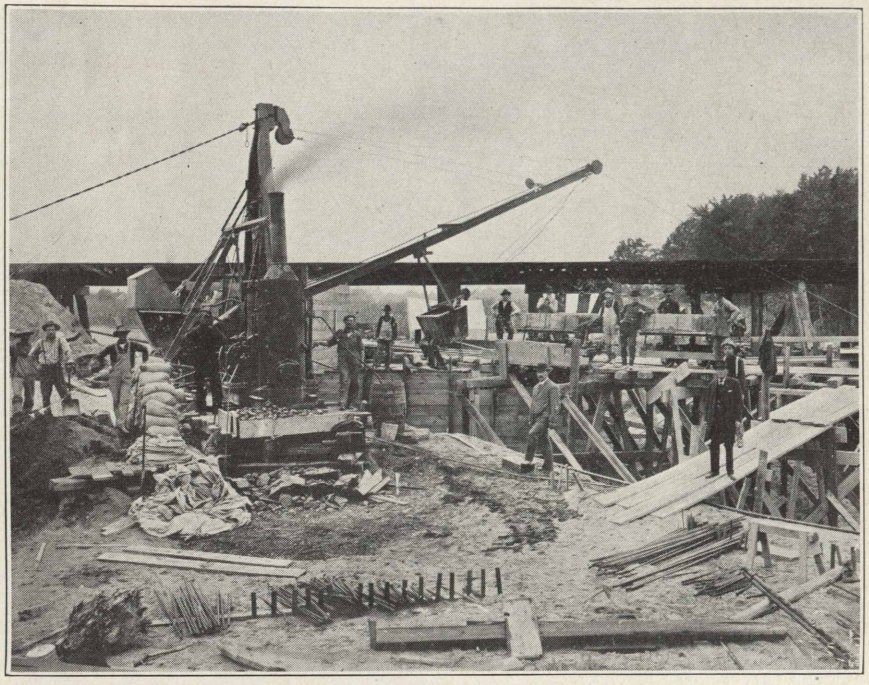
JK says the only thing lacking in the picture of the Dispatcher down on the Western Ohio

Three Little Parkers



Here are three rays of sunshine in the home of Fred Parker, Bridge and Building Foreman. Left to right are Bonnie, Phyllis, and Morris. Bill, the elder boy, had his picture in the PANTAGRAPH some time ago.

Construction Days



During construction of the P. M. R. R. Overhead east of the General Office, John Schultz, now Machinist Foreman, Shop Department, was Chief Engineer. He is standing at the mixer with his hand on a gear wheel. He has been employed by the Company since October, 1913, and is classed among the "Old Timers."
—Art Tews

is the bed bugs crawling on the walls—but thoughtfully adds "of course in these days you know they did not have moving picture machines"—and claims that's why, sort of force of habit, that he always wants to scratch his back on every door jamb that he comes to.

Night Freight Agent at Hegewisch please take note that No. 28 does not stop at Michigan Street, Michigan City. Sorry.

Freddy Mitchell and his South Shore Choral Club are doing fine, and about May 18th may broadcast from South Bend Tribune Station WSBT.

Scribes' Night

Dear readers and fellow sufferers, we're sorry you will not be with us on the 9th of May. Ye Scribes are invited "to feast, dine and be merry," and no outsiders will be welcome, for it is the one time of the year when we get together and air our differences, and indulge in gay fellowship—more anon.

Traffic Department

C. L. Binger
Correspondent

Believe it or not, Reginald E. Jamieson, our student of Yukon verse, came down the other morning, with all evidences of having been places.

It seems Jamie got out of bed all a flutter to find he had only 'steen minutes to perform the morning ablution, attend to the detail of pulchritude, eat breakfast, and catch the train, which would enable him to be at his desk when the bell rang.

Having performed the first two tasks in duly appointed form, he donned his trousers, put on the shirt, collar, necktie, combed the hair, waxed the mustache, and hurriedly sipped the invigorating brown beverage which the good wife had prepared.

Then—ah then—he reached into the extravagantly furnished wardrobe, hurriedly grabbed the coat, vest, top-coat and hat, donned them and away.

On arriving at the office, he was greeted with rude guffaws, paroxysms of laughter, and "Rahsberries"—Jamie's trousers were a solemn shade of deep oxford gray, the coat and vest were of a tweed material, having a strain of red, purple and tan.—Jamie bought a sparkling cool drink for the crowd, but said naught of the beverage of which he had been partaking the night before.

It won't be long before the Ananias Club gets active. Golfing season is the stimulus needed to bring forth the hibernating sticks, and cause their users to cuss the patriarchal ancestors even unto their beginning.

Messrs. Frantz, Fraunberg, et al—Beware—Derby day is Saturday, May 18. It is an anniversary of the radio party, headaches and also of good cheer. Which makes me think to admonish you against playing "White Horse" too heavily.

Dwight and Doc

Dwight Wood recently solicited the Great Lakes Naval Training station for some special business, and while awaiting his interview with his party, noticed an officer with gold all over his sleeve and cap. He asked the attending orderly who and what the officer was, and upon being informed that it was a naval surgeon, ejaculated it was too much for him.

Beware of the words spoken in French. Johnny Kilnowitz is throwing French in a nasty way. Don't know whether he is swearing or using flowery eloquence—N'est pas.

Frank Newman's pipe just walked across the room. It needs no nuxated iron for strength.

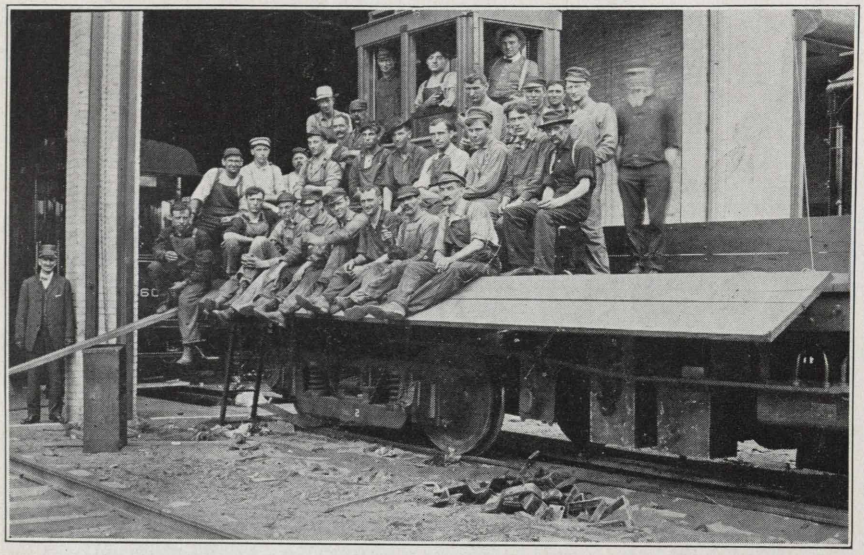
Way and Structures Dept.

Jack Weber
Correspondent

We grieve, yes indeed, we are sad, for our friend and partner is leaving us to take up his duties in the Accounting Department as Chief Clerk of the Disbursement Division. I refer

ALONG THE SOUTH SHORE LINE

From the Long Ago



Thirty men, yet only two are connected with the company at this time. D. E. Ferner, now Supt. of Passenger Service, is in the center of the cab. He was a Conductor at that time in work train service. Neil McAlpine, who is standing at his right, is now Armature Winder Foreman at the Michigan City Shop. The photo was taken in 1908. How many can you recognize?

—Art Tews

to none other than Lloyd Earl Bantz. Lloyd has been with us for four years, and everyone in our department will tell you that working with Lloyd was a pleasure. Well, I have to say good luck to you, Lloyd, but you know actions speak louder than words.

And now comes his successor, who claims he is of lawful age—American citizen, Scotch descent, educated, of sound mind and body, fair disposition, but odd habits. Wallace Melvin Lloyd claims all of the above, but hesitates over his odd habits. Perhaps it is because he is Scotch that I refer to his odd habits. I just remembered the First Aid Contest in Chicago, 1928. Welcome, Wallie, sorry we are low on funds, or we might hire a band to welcome you in kingly style to our humble quarters, but we will try and make it pleasant for you even if it hurts.

Bollers Move

Mr. and Mrs. A. M. Boller have untied the tie that binds and moved their belongings from Railroaders' Haven on Michigan Street to 608 W. Eleventh Street. Hope you like your new home, Al, and remember we all like housewarming parties.

Ever since Mr. Hoover was elected President prosperity has been visible. W. J. Mallon surprised us all by driving to work in a new Essex sedan and E. A. Keeler has a new Graham Paige sedan.

J. A. Kelly got a good offer from Henry Ford for his horseless carriage, but John says "If my chariot is good enough for Mr. Ford to put into his museum, it is good enough for me to ride around in at least for anothe year, even if it is sixteen years old."

New Operator

You may, by chance, take the receiver off the hook of your phone—and the sweetest, most delicate, thrilling and melodious voice will say, "Operator." Well, let me tell you who that is, none other than our little Pauline of the Maintenance of Way Department. This might occur to you anytime for she is now the Chief Relief Operator of the switchboard.

Fred Parker is always a step or two ahead of everybody. You will at present find him in front of the office, constructing a new curb and sidewalk for the people of this office. He is also preparing the yard so that George Blockno can again beautify the surroundings as he did last year.

Joe Salvato has again assumed his duties as Foreman of the extra gang and J. Mecedo has been appointed Foreman of the Hegewisch section. Also, Ora Coburn has been appointed Foreman of the Michigan City section.

June Safety Meetings

3rd—Freight Station, 1:00 P. M., South Bend Terminal.

3rd—Mechanical Department, 2:00 P. M., South Bend Terminal.

4th—Signal Department, 7:30 A. M., Michigan City Shops.

4th—Mechanical Department, 11:00 A. M., Michigan City Shops.

4th—Freight Station, 1:00 P. M., Michigan City.

4th—Bridge and Building Department, 3:45 P. M., Michigan City Shops.

5th—Electrical Department, 7:45 A. M., Michigan City Shops.

5th—Mechanical Department, 2:30 P. M., Gary.

6th—Trackmen, *7:30 A. M., Gary.

6th—Trackmen (Special Car), 8:30 A. M., Gary to South Bend.

6th—Crossing Flagmen and Gatemen, 5:30 P. M., Gary.

7th—Freight Station, *1:00 P. M., Gary.

7th—Freight Station, *2:00 P. M., East Chicago.

7th—Freight Station, *3:00 P. M., Hammond.

7th—Freight Station, *4:30 P. M., Hegewisch.

7th—Freight Station, *6:00 P. M., Kensington.

10th—Trainmen, 8:00 A. M. to 8:00 P. M., Randolph St., Chicago.

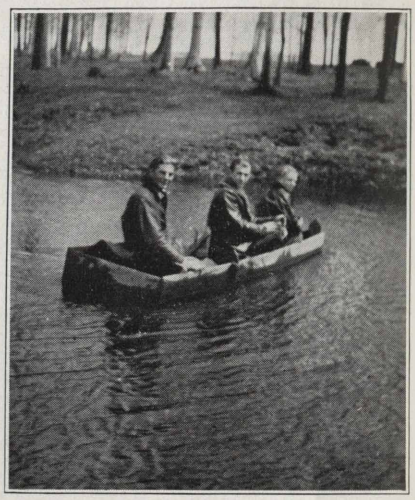
10th—Mechanical Dept., 2:00 P. M., Randolph St., Chicago.

21st—Central, 1:45 P. M., General Office.

Freight Trainmen's meetings will be held wherever found.

*Daylight Saving Time.

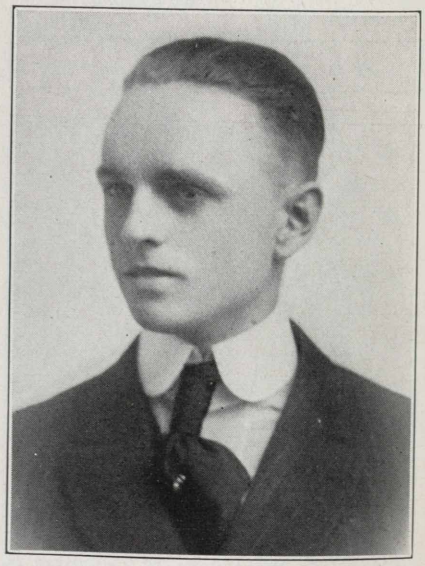
Three Boys In a Boat



"Three wise men in a boat, etc.," are Carl Dittmer, Electrician in Shops, Edward Dittmer and Master Edward Schultz, Jr., son of Ed Schultz, Carpenter. The pond is artificial, made by a dam constructed by Ed Dittmer. The large grove, in which beech trees abound, is to be used as a picnic and outing site and is located five miles east of Michigan City, between the South Shore Line and the Michigan Road, on the farm of Mr. Dittmer, Sr. No doubt this spot will become very popular and the boys can be justly proud of their work. The pond is approximately 1000 feet long and 300 feet wide.

—Art Tews

No More Poetry



The PANTAGRAPH loses a talented correspondent by the chain of promotions listed elsewhere in this issue. Here he is—Wally Lloyd on graduation from the grades.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 JULY, 1929 No. 7

PICNIC DAY TO BE JULY 25

Program Committee Prepares Bang-Up Schedule of Sport

Races, Games and Battles Will Feature Greatest Outing In Company Annals.

July 25 is Picnic Day!

Then, according to the law of the Medes and the Persians, which means the Program Committee, there will take place the biggest, gayest and best company picnic South Shore Line has ever enjoyed.

The facts are these: Hudson Lake is to be the scene; Train No. 9 will be the eastbound Picnic Special, leaving Randolph St. at 8 A. M. on its regular schedule, and Train No. 12 the westbound special, leaving South Bend at 10 A. M. on regular schedule. D. E. Ferner, Superintendent of Passenger Transportation, will be the transportation man on No. 9. Hugh Sutton will handle transportation for the Michigan City crowd, boarding the same train. A. W. Oberfell will be in charge on No. 12. These gentlemen will all officiate on board the train—see them after you get on.

To take care of those who can not go in the morning, trains Nos. 21 and 23 out of Chicago will carry special equipment. All trains will stop at Hudson Lake throughout the day.

These are the schedules of the two picnic trains:

Eastbound

Lv. Randolph St.	8:00 A. M.
Van Buren St.	8:02
Roosevelt Rd.	8:04
Hyde Park (53rd St.)	8:11
Woodlawn (63rd St.)	8:14
Kensington	8:23
Hammond	8:32
East Chicago	8:38
Calumet	8:43
Gary	8:53
Miller	8:58
Tremont	9:12
Michigan City	9:26
Shops	9:34
Ar. Hudson Lake	9:58

Westbound

Lv. South Bend	10:00 A. M.
Bendix Drive	10:09
New Carlisle	10:21
Ar. Hudson Lake	10:23

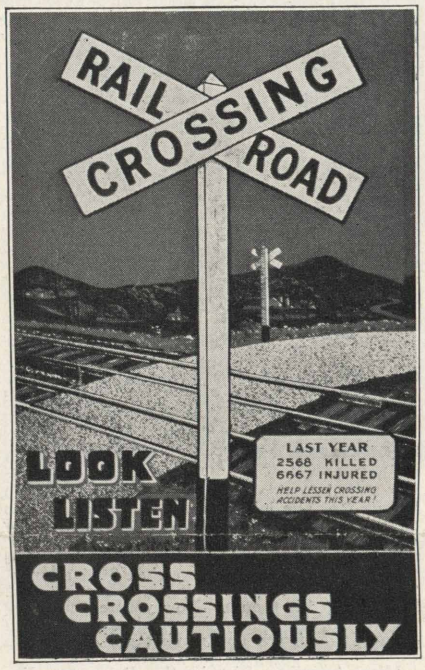
The program of events arranged by the committee will last from 10 to 12 A. M. and from 1 P. M. to as late as you like, with an hour off at noon for lunch. Horse shoe pitching, races for kids, ladies, fat men and a free-for-all, sack races, stick candy pointing, swimming races, first aid demonstration, treasure hunt for children, gold diggers contest, balloon blowing, ball game between Shops and General Office, (winners to be played by the Transportation Department), three tugs-o'-war, Track and Roadway against Signals and Overhead, Shops against General Office and Traffic, and Motormen against Conductors and Collectors. Of course there will be evening lunch and dancing in the Casino.

First Aid On Hand

The Safety Department issues this caution: It is better to be safe than sorry. When you are bathing, swimming or boating, be careful! In case of accident notify W. W. Clemmons, Safety Engineer, or any member of the First Aid team, as soon as you can.

With fair weather such as we have always had, and a good turnout, such as we are certain to have, this **ought** to be the greatest outing of all. Let's start getting ready for it now. The programs will be out a little later as reminders, but start now making your plans. This is YOUR picnic!

Talk About It!



NEW DELUXE TRAINS INTRODUCED ON THE FOURTH SCORE HIT

Parlor Cars Have Modern Roomy Interiors—Set Pace For Field.

The new parlor cars attached to our dining car trains starting July 4 are giving every indication of becoming a success, according to report.

The furnishings have several innovations, including bracket lights in the torchiere manner, and of course the new type revolving down-filled chairs. The cars are laid out without partitions or compartments, and resemble the steam railroad parlor car in their effect of spaciousness and comfort.

Of particular interest to employes is the fact that so far as is known these trains are the first regular deluxe trains put in service on an American electric interurban. All that remains now is to get the public fully acquainted with them and used to riding in them. Employes can help to do that.

SOUTH SHORE LINE SEEKS COFFIN AWARD

A brief of accomplishments of the South Shore Line during 1928 has been made up for presentation in the Seventh Annual Charles A. Coffin Award contest, held under the direction of the American Electric Railway Association.

To the winner of this contest, announced at the annual convention, goes a certificate declaring that the award is presented to the railroad which has made the most outstanding contribution to the electric railroad industry in the United States in 1928, and a $1,000 prize.

The South Shore Line book, which was planned to cover every phase of improvement work on the property the past year, contains about 130 pages of type matter, illustrations and charts. It was bound by R. R. Donnelley & Sons of Chicago, under the direction of a man who is an authority on bookbinding, in tooled red leather with gold lettering. It was sent to New York to arrive before June 30, on which date the contest closed.

Let's "plug" for our railroad in this contest!

THE PANTAGRAPH

Published Monthly by and for
South Shore Line Employes

Editorial Office:
General Offices, Michigan City, Ind.
D. C. Schnabel.....Editor

Vol. III JULY, 1929 No. 7

Contributions and pictures should be in the hands of the editor by the third of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

325

Saving Money

Saving money is the simplest thing in the world. It consists of spending less than you get. If you make ten dollars a week and spend eleven, you are on the way to the dump heap. If you make ten dollars and spend nine, you are on the way to success.

The sensible person makes it an iron rule to spend less than he makes. It may be difficult; he may have to suffer, and go cold and hungry, but out of every ten dollars he gets, he saves one, at least, though the heavens fall.

One reason any one does not get ahead is because he thinks his present needs are more important than to save a portion of what he has. There is only one name for such a person—he is a fool.

If a man cannot manage his personal affairs, how can he expect to manage the affairs of others—a corporation for instance

—W. C. Dunlap,
"The Ginger Jar."

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Speaking of famous athletes, "I'm always on the team," said the horse fly.—W. W. C.

! ! ! !

"Why are you late again?"
"Father needed me, sir."
"But wouldn't some one else have done just as well?"
"No, sir. Father was spanking me, sir."

! ! ! !

Landlady—"And what's wrong now?"
Youthful Lodger—"I just wanted to say that I think you get too much mileage out of this roller towel."—W. W. C.

! ! ! !

During a railroad strike in England a voluntary engineer on the London-Liverpool express performed the remarkable feat of bringing the train into Liverpool 25 minutes ahead of time. The passengers went forward in a body to thank him. A pale face emerged from the cab.

"Don't thank me," it gasped, "thank God. I only found out how to stop this thing 5 minutes ago."

! ! ! !

Conductor—"Can't you see the sign, 'No Smoking?'"
Sailor—"Sure, mate, that's plain enough. But there are so many dippy signs here. One says, 'Wear Brown's Corsets.' So I ain't payin' attention at any of them!"

—Interurban Messenger.

Accounting

Mabel Farber
Correspondent

Perhaps the thing of most importance to the Accounting department is the fact that we have moved into our new quarters and have become more or less permanently situated.

Mr. Hansen's department has come back into the fold. They have been located over the Michigan City ticket office for the past year.

The Car Accounting department, with Mr. Hotchkiss in charge, has also come in with us. This brings the total number in the Accounting Department up to 44.

Vacation time is here and familiar faces are missing in the various departments.

E. H. Utley, Jr. and Mrs. Utley have just returned from a very enjoyable trip west. The best trip in a long time, says Mrs. Utley. They visited Denver and other points of interest.

Lewis Goes

Ed. Lewis is making a very similar trip, visiting Pike's Peak, Denver, etc.

Miss Dorothy Sprencil and Miss Gertrude Noble have both enjoyed one week of their vacations with another week to follow later, when the passenger business isn't quite so heavy.

Mr. Hansen and Mr. Kirk spent a week end recently with Mr. Fordyce at his cottage on Lake Manitan. It was the very day the fishing season opened. You have heard the story of the three men in the boat, but this one is a little different. These three men sat in the boat until the stroke of 12. Then they all three cast and in one minute Mr. Fordyce pulled in a nice big bass. Mr. Hansen doesn't say how long it was before he captured his first fish, but Mr. Kirk who wasn't fishing said it was a long hour and a half before the second fish was caught. Mr. Fordyce is a salesman of the Phoenix Oil Company and a great fisherman.

Fish Story

Speaking of fish stories we overheard one in the hall the other day. The speaker declared it was true, but also feared his listeners wouldn't believe it. The lake where this gentleman was spending his vacation was being dragged for the body of a man who had been drowned. Something was caught in the net which proved to be a muskellonge. It weighed 84½ pounds, and had 2 artificial baits in his stomach and 2 hanging on his mouth. Now you tell one.

Claude Fritz spent his vacation visiting relatives in Chicago and playing golf. He also witnessed a couple of ball games.

Miss Angeline Rist in the Passenger Department was forced to take a week's vacation. She had a "swell" time, having had a tooth extracted.

Joe Connelley spent his vacation visiting relatives in Danville, Illinois. Joe's father and mother motored down the following week.

Mr. and Mrs. Kimmel have had their vacations. In fact, they are almost ready for another.

Louis Rappeport and wife had a wonderful trip into Canada, visiting Montreal. They also took a trip up the St. Lawrence river.

Mrs. F. G. Williamson will be leaving soon for Petoskey, Michigan, where she hopes to escape the hay fever.

Newcomer

Miss Ruby Drake is filling the vacancy made by Betty Gay's resignation. We are glad to have you with us, Ruby.

Wonder why Mr. Flory never picks up any of the girls in his Ford. Maybe the blonde who sent him the valentine objects.

Dorothy Sprencil entertained her bridge club on July 5th. Awards were won by Mrs. Harry Coupland, Mrs. Russell Kill and Miss Dorothy Bingamon. Little Miss Mary Ann Kickush was present and received lots of attention.

Brakemen

C. E. Platt
Correspondent

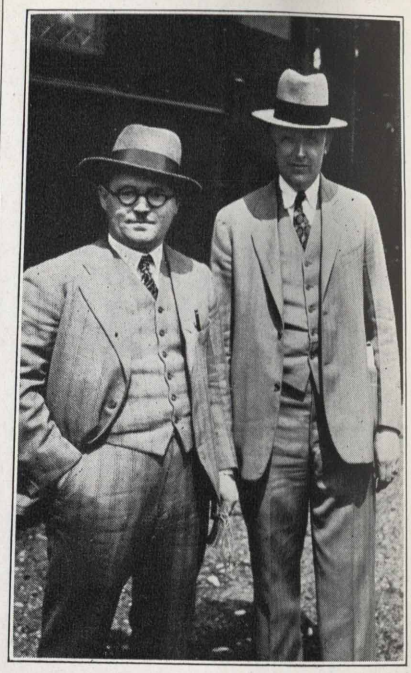
We have heard from one of our secret agents that Leroy (Stormy) Hack is going to run for sheriff at the next election and that Bob Reppert is to be his campaign manager. Good for you, "Stormy," the whole South Shore will back you up, and the South Shore family is rather large, so it ought to help.

The writer wants to take this opportunity to thank Conductor Cottingham and Motorman L. Helm for their generosity, and I also want to thank their wives for the splendid lunches.

Conductor Ludders had his teeth pulled—so we hear. Did you have trouble calling Hegewisch, Oscar?

The writer hastens to inform readers that the $250.00 won on a ball ticket was a joke. Just like a snowball started down hill it grows as it rolls. In other words, the money is not in hand or in the bush either, so don't try to borrow on the strength of the rumor.

Gary Day



Dwight G. Wood, our passenger representative (the emphatic looking gentleman on the left) went with the Gary Emerson band to Denver, and had the companionship on the way of D. R. Eck, Traveling Passenger Agent of the Union Pacific System, shown with Dwight, over whose route the Emerson Special traveled a good share of the way.

Freight

Evalyn Knight
Correspondent

Nothing much seems to be happening around here this month. At least, if there has been anything very exciting, the boys have succeeded in keeping it from the correspondent. Mr. Chouinard has a new hat, and according to the old saying, it must not be paid for yet, as the basting threads were in evidence for several days. They're gone now, however.

George has resurrected one of his beloved old pipes, much battered and worn, but he says he loves it yet.

Gossips have been whispering something about Joe and Miss Dimes and Nickles. Can't quite get the straight of it, but when I do—well, we'll let you know.

The cashier has recovered from the trip up the line and in surrounding towns. It's always good to go away, but it's good to come home again. It was a wonderful trip and a perfect day. It was a pleasure to meet fellow employes and the freight girls had a particularly good time of their own.

Michigan City Freight

Joseph C. Rose, clerk, on a vacation during week of June 24th, stayed in Michigan City, but he had plenty of entertainment. A certain young lady from Peoria visited here for several days and now Joe can be heard continually singing that old song, "I wish I was in Peoria."

Walter Weber, cashier, left the 29th for Fort Thomas, Kentucky, to spend a month at Citizen's Military Training Camp. Last year he attended Fort Benjamin Harrison at Indianapolis. Of course, Fort Thomas is much

closer to Cincinnati and there is a little nurse there to take care of Walt in case the soldier's life is too severe.

Miss Hildegarde Guehn of the Michigan City Business College is relief clerk during vacations.

Mr. Rose, Freight Agent, will take a vacation during the week of July 8th. He will visit in southern Indiana.

Mildred Richter is on the road to recovery after the trip to Aurora. That "swooper" was terrible and the chutes were worse!

General Offices

M. J. Naughton
Correspondent

JULY—Fourth of July, Independence Day—Declaration of Independence — holiday — Fire works—good time and all the other good things associated with that month—but to the South Shore girls July is the month that comes after June, which will always be RED-LETTER in their history. For the company surely played the royal host to the "female of the species" last month. Don't be jealous, boys, for "out the window" you may have to go.

C. A. & E. Trip Enjoyed

June 18th—and every one dressed in her Sunday best all aquiver to respond to the invitation of the Girls' Service Club of the Chicago Aurora and Elgin Railroad. Mrs. Charles H. Jones, Mr. and Mrs. J. K. Gray and Mr. and Mrs. E. B. Stover acting as escorts, a special car, a ride to Chicago, where we met our genial friends, Mr. and Mrs. John Egolf, and a committee of the Service Club headed by their president, Miss Rodgers, and their secretary, Miss Gretchen Urlaub. Then a glorious ride on a heaven-sent day past towns and villas gay with bright colored flowers, to the town of Elgin. Elgin, the home of the Elgin Watch Company, where they ceased operations for a full three minutes to wave a welcome to us. Then by motor coach through the beautiful towns on the Sunset Lines visiting points of interest, such as the Boys' Farm, the Girls' Industrial School and the State Institute for the Insane, and finally reaching the beautiful million-dollar St. Charles Hotel on the Fox River. Handsome furnishings and a wonderful pipe organ with which we were entertained during our dinner, served on a circular balcony overlooking the main dining room. We all greatly enjoyed the quartette from the A. E. & C. Transportation Department. Will you ever forget the delicious dinner which was served to us all? Here we had the further pleasure of meeting all the girls from the A. E. & C. offices who joined us for dinner. John Egolf said we were not to be entertained with dry speeches but were to board the coaches and see what else they had to offer. Along the beautiful Fox River Valley, past homes and thriving villages to Mooseheart, the little town within itself where the Loyal Order of Moose orphans grow to womanhood and manhood in as nearly home-like surroundings as possible. Then to Exposition Park at Aurora, with its numerous amusement features. Here again we were treated by our hosts—everything free for the visitors. None too dignified—none too dolled up, to indulge in slides down the chutes, the wind of the caves, the merry-go-round, the trip through the mill-stream, and the teeter-totter. Will you ever forget the look on J. K.'s face when he was greedy enough to indulge in a second trip with the "slender girls" to see how fast he could go around—"green under the gills," they said. And for those who cared to indulge, a swim in the fine indoor pool. Ice cream cones, pop and anything that would make the merry picnic day more complete. We certainly extend a standing vote of thanks to the officials of the Chicago Aurora and Elgin Railroad who made it possible for their Girls' Service Club to extend such a hearty welcome to the South Shore gang. Words are inadequate to express our appreciation, but we ENJOYED A PERFECT DAY.

Golfmore Party

Not to be outdone by an event he missed on account of his absence from the city, our General Manager had yet another treat "up his sleeve" for the South Shore girls. He could not enjoy all the festivities of the splendid mid-summer meeting of the Central Electric Railway Association, held at the Golfmore Hotel, Grand Beach, Michigan, without sharing part of it with his employes. On the evening of June 27th, again the South Shore girls were given another fine treat. Oh, yes, the Chorus (male) got in on this. One hundred of us, girls, men, officials and their wives were treated to a wonderful entertainment, and fine banquet at the beautiful Golfmore Hotel. The South Shore girls were eagerly sought as partners in the dance which followed, by the male members of the Central Electric Railway Association—and many indeed were the compliments heard on every side at the fine showing made: "Charley, where did you get that bunch of fine lookers?" and so on. Did the girls make a hit? Ask Mr. Jones, for it was necessary to use much persuasion to have them leave for home at 11 P. M. Tired, happy, and again grateful to the company who is doing so much for the crowd. The South Shore girls again say "Thank you."

Now and forever tabooed on the South Shore Line is the popular little ditty: "Out the Window You Must Go."

Newcomers

We have added to our list of girls, Miss Marie Wulff in the Transportation Department, and Miss Frances Martin in Mr. Stover's Department—we like you both and trust the feeling is mutual, and that you will remain and become part of the big South Shore Family.

Miss Dorothy Herbert, who substituted for two weeks in the Publicity Department, endeared herself very much to us all during her short stay, and we regret to have her leave us.

The new office addition is completed, and we are glad to welcome back into the fold O. H. Hansen, Auditor of Passenger Revenue, his assistant, Mr. Timm, and the six handsome young girls who compose that department. Sounds kinder good to hear Henry's merry ha-ha-ha in the car as he tells one of his inimitable stories. We may abuse you, but we all like you and your gang.

Another Party

June 25th—and another of the splendid get-together parties of the South Shore girls. Mrs. Mildred Larsen, ably assisted by Mrs. Lila Thompson and the Misses Dorothy Bingamon, Florentine Luchtman and Gertrude Noble entertained us with a splendid dinner at the Tea Pot Inn on Sheridan Beach. The patroness on this occasion was Mrs. W. M. Bernethy, the wife of our Assistant Secretary, with Mrs. Charles H. Jones acting as co-hostess. Mrs. Jones has proved to be so popular and "one of us" that we have voted her in on all of our festivities. Games and contests were enjoyed with unique prizes for the winners. This party has further cemented the feeling of good comradeship now existing among the South Shore Girls—and we are all eagerly looking forward to our July party, with Mrs. Laura Stephenson as Chairman, who threatens to "throw a real party". All right, Laura, we're for you, but you'll have to step some to beat the other two parties.

Our handsome bachelor, John A. Kelley, in the Maintenance of Way Department, surprised us all when he announced on last Wednesday that he was leaving for a European

Help! Help!

Here is another of those unusual pictures whose donor's name was lost in transit. A note attached to the print indicates that the names, left to right, are as follows: Upper row, Gladys Martin, Loretta Hartwig, Clara Fetke, and Bessie Brazzil; lower, Elsie Kintzele, Hilda Beyer, and Helen Midor. We'd be pleased to have the rest of the story.

South Bend Traffic

Here are three earnest workers for South Shore Line snapped at their desks in the South Bend Traffic Office. Left to right, they are: Charley Veach, Passenger Representative; E. N. Caser, Chief Clerk, and Frank Steffaniak, Traffic Representative.

trip. He has promised to "lick the blarney stone" for a certain correspondent of the Pan, so from now on compliments will be thicker than meadow grass in June. I'm signing off.

Traffic Department

C. L. Binger
Correspondent

Vacation time is here, and Daisy Crabb left us Saturday June 15, with a wry smile on her face, and a secretive look in her eye, that bespoke a possible pilgrimage to the far corners of the globe. Daisy is quite a globe trotter. Last year it will be remembered she went to Niagara. Ever since that she has been in quest of more wonders. We haven't received any message from her, but maybe she will take us into her confidence, and allow us to know which one of the seven wonders of the world she has visited this year.

Floyd Metzger took in the Garden of The Gods for his share of vacation. He must have spent a flock of dollars, because he was in this morning for the long green paper. Floyd brought back weird tales of dinosaurs and antediluvian specimens uncovered in the rocky stretches of Colorado. I'm an honest man, and hesitate to relate here any of the yarns that were imported from Colorado, via Metz.

Something New

Ruth Mechner is all dolled up like a church wedding today. A dreamy blue frock bespeaks suddenly acquired riches. Think Ruthy was spoofing us last month when she said there was nothing new.

"Les" Hodgetts is a full fledged member of the Ananias Club. Ya shud a heard him relate the details of his conquest with Walter Hagen at Fairmont. According to the story, Walter Hagen is a novice. Seriously, Les busted the old century mark last Thursday. Nuf sed.

Anybody see the scab on the end of Dwight Wood's nose? Dwight, won't you ever learn that it isn't being done any more.

Another Golfer

Roy Frantz has taken up the quest for the elusive white pill, where it leadeth him by still waters, and through green pastures. Roy has a lot of new skin coming out on his forehead. Looks like he's going into ultra violet rays in a big way.

"Bill" Jones, came home with a duffle bag, as a memento of his prowess displayed at the Junior Traffic Club outing. I wonder how many strokes he forgot to count.

Stanley Stahl and Clarissa Ely et al et al et al are pinch hitting for Daisy Crabb. Rather they have been pinch hitting.

Safety Meetings
August

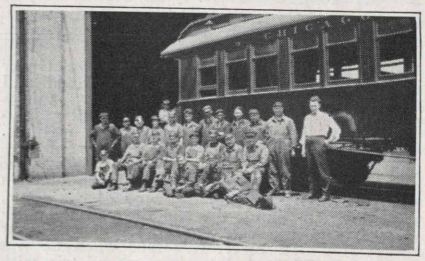
Freight Station, 12 noon, August 1, South Bend Terminal.
Mechanical Department, 2:30 P. M., August 1, South Bend Terminal.
Bridge and Building Department, 6:45 P. M., August 2, Michigan City Shops.
Signal Department, 7:45 A. M., August 2, Michigan City Shops.
Mechanical Department, 11:00 A. M., August 2, Michigan City Shops.
Freight Station, 1:30 P. M., August 2, Michigan City.
Crossing Flagmen and Gatemen, 6:30 A. M., August 3, Gary.
Trackmen, 7:30 A. M., August 3, Gary.
Electrical Department, 7:00 A. M.,* August 3, Gary.
Trackmen (Special Car), 9:00 A. M., August 3, Gary to South Bend.
Crossing Flagmen and Gatemen, 6:00 P. M., August 3, Gary.
Freight Station, 1:30 P. M.,* August 6, Gary.
Freight Station, 2:30 P. M.,* August 6, East Chicago.
Freight Station, 2:30 P. M.,* August 6, Hammond.
Freight Station, 6:00 P. M.,* August 6, Kensington.
Trainmen, 10:00 P. M., August 7, Kensington.
Trainmen, 8:00 A. M. to 8:00 P. M., August 9, Randolph St.
Mechanical Department, 2:00 P. M., August 9, Randolph St.
Central, 1:45 P. M., August 16, General Office.

*Daylight Saving Time.

Val

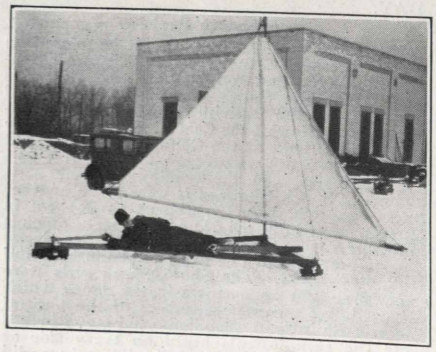
Here is "The Sage of Spring Street," snapped just before he took wing on one of the westbound flyers; christened C. P. Valleau, and dubbed Freight Claim Agent.

Olden Days



This picture, submitted by L. E. Wingerter, Assistant Publicity Director for Gary Railways, shows a Shops crowd of 15 years ago, and one of the old trailers. Can you spot any of the group?

If Winter Comes



Now is the time to build ice boats, if you are one who builds ice boats: Roy Hotchkiss in his 1929 model yacht.

FOREST BEACH GIRLS USE OUR RAILROAD

South Shore Line's participation in the Chicago Y. W. C. A. Forest Beach business continues, with approximately 160 passengers moving by way of our road and Shore Line motor coaches over the July 6-7 weekend.

The Forest Beach Camp girls go the South Shore Line-Shore Line way as the officially designated route, and each weekend sees a considerable party of them on our line.

The Mice

Did you ever hear this?
"When the cat's away
The mice will play?"
Well, that is the way
When EHU's away.

We don't mean to say
That we don't work all day,
For we certainly do
What we mean to convey,
EHU starts us anew.

Now that he's back,
How things do crack!
With EHU on our track
Making all of us hump,
Who wouldn't jump?

Mary C. Phillips.

A Man's Job

A man's job is his best friend. It clothes and feeds his wife and children, pays the rent and supplies them with the wherewithal to develop and become cultivated. The least a man can do in return is to love his job. A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while, for him and his to enjoy. If you ask any successful man the reason for his making good, he will tell you it is because he likes his work; indeed, he loves it. His whole heart and soul are wrapped up in it. He walks his work; he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make his work what it should be, and make of himself what he wants to be.—Senator Capper.

"I don't think I ever saw anybody so careless and absend-minded as you are," exclaimed Miss Felicia Fewclothes, in criticizing her sister, Yvonna. "Half the time you don't know where your cigarettes are, and when your cigarette lighter is empty you haven't any matches. You are forever borrowing somebody's corkscrew, having lost your own, and you don't even try to keep your appointments with the barber. Try to be more orderly, more feminine."

—Safety Bull.

Down at a convention two ladies were checking up reservations for round table discussions—16 subjects in all—as one would call out "Round Table 4"—"Round Table 6"—the colored head waiter in the hotel kept walking back and forth, and when she called out "Round Table 16"—he said, "'Scuse me, Miss, but how many are to be seated at the round tables?" One of the girls replied: "From 10 to 30." Wiping his brow and very much perplexed he said, "You know we only has 10 round tables and the best we can do is to seat about 10 at each of them."—M. J. N.

Any boob can get hurt, but it takes a real man to keep out of trouble.

"I FORGOT"
has never shown profit for either the worker or the company.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 AUGUST, 1929 No. 8

A.E.R.A. PICNIC DRAWS 800

South Shore Folks Have Third Annual Hudson Lake Outing

Al Oberfell and Henry Hansen Run Events Off Smoothly; Many Prizes Awarded.

Another great picnic day has come and gone, marking up a big credit to Company Section No. 15 as a star promoter of good times for the South Shore Line family.

"Ladees-uh and Gentlemen!"

Although estimates as to attendance at the Hudson Lake fiesta July 25 varied, it is probable that between 800 and 900 were there. Everybody had a good time, even the neighborhood dogs.

There were no serious casualties, no bad sunburn, no confidence men, and so far as we can learn, no fights. Nothing but a good time all day long for everybody, with events taking place smoothly under the supervision of Chairman A. W. Oberfell and Judge O. H. Hansen, who carefully compiled the list of winners and prizes given below. A considerable part of the crowd stayed through the evening to dance in the pavilion.

The pictures on pages 4 and 5 tell most of the story.

Here are the events, winners and prizes as the judges declared them:

Boys' 50 yard Dash, Harry Campbell, Baseball Glove.

Girls' 50 yard Dash, Stella Novitzke, Eversharp Pencil.

Race — Children under 8 years, Charles Veach, Roller Skates.

Free for All Race, Children 8 to 12 years, George Kranzeler, Brownie Camera.

Free for All Race, 50 Yard Dash, Stout Men, Glenn Scrivnor, Man's Belt.

50 Yard Dash, Stout Women, Mrs. James Heath, Ladies' Parasol.

Horse Shoe Pitching Contest, Motormen's Team (Herbert C. Abbott, O. P. Teets), 2 Boxes Cigars. Runners Up, Accounting Department (George Gensch, Harry Connell), 2 Boxes Cigars.

Silver horseshoe championship cup will remain in possession of winning team until next year. Electrical Department team won cup the two previous years, but a department must win it three years before it is given to them.

Men's Sack Race, Earl Atkins, Pipe.

Ladies' Stick Candy Pointing Contest, Helen Harder, Fountain Pen.

Men's 50 Yard Dash, Earl Atkins, Necktie.

Free for All Ladies' 50 Yard Dash, Mrs. Fern Martin, Purse.

Free for All Swimming Race for Women, Mary Phillips, Scarf.

Swimming Race for Men, Glenn Scrivnor, Pocket Knife in Case.

First Aid Contest (John Inman, first, A. Shelleberg), 2 Cartons Cigarettes.

Treasure Hunt, Children under 12 years, Various, $2.50 Cash.

Golddiggers Contest, Children under 12 years, Various, $2.50 Cash.

Golddiggers Contest, Children 12 to 15 years, Various, $2.00 Cash.

Ladies' Balloon Blowing Contest, Mrs. Ray Reits, Bottle Perfume.

Baseball Game, Shops vs. General Office, Shops, 1 Box Cigars.

Transportation Department vs. Shops, Shops, 1 Box Cigars.

Tug-O-War, Track & Roadway, vs. Signals & Overhead, Track & Roadway, 1 Box Cigars.

Shops vs. General Office, Shops, 1 Box Cigars.

Motormen vs. Conductors & Trainmen, Conductors & Trainmen, 1 Box Cigars.

Super-Fat Men's Race, D. E. Ferner, 230 lbs.; Curtis, 244—Curtis.

SUMMER RAIL AND DITCH JOBS ARE NEAR COMPLETION

Hundred Pound Steel Goes in at Wilhelm, Meadowbrook; Drains Laid.

Most of South Shore Line's rail relaying and construction work for the summer of 1929 is nearing completion.

Four and one-half miles of hundred-pound rail have been laid from Wilhelm to Hillside, on the east end of the line nine and one-half miles east of Michigan City. All this rail was tie plated, with treated ties going into replacements. Joe Salvato was in charge of the rail laying gang, and Sam Havens did most of the surfacing.

From Burns' Ditch to Meadowbrook, a distance of two and one-half miles between Michigan City and Gary, rail in the eastbound main was replaced by new 100-pound steel, including two No. 20 high-speed turnouts for fast passenger service. At Wilson siding the former No. 16 turnouts were replaced with No. 10's for freight service. This track also was put to grade, a rise of about two feet. O. F. Harvey was in charge of both building and surfacing.

Work is now being done on 100-pound relay at Gary, Ind., between Virginia St. and Broadway. A new cross-over also will go in here to match the larger rail.

At Smith, where for some time South Shore Line tracks have been

(Continued on Page 8, Col. 3)

EDWARD N. HURLEY FAVORS PRIVATELY OWNED UTILITIES

Efficiency of Private Business Gains, While Taxes Keep Growing.

The question of public ownership is discussed from time to time, usually by persons who advocate that the government take over the ownership and operation of public utilities, railroads and other privately owned and managed enterprises.

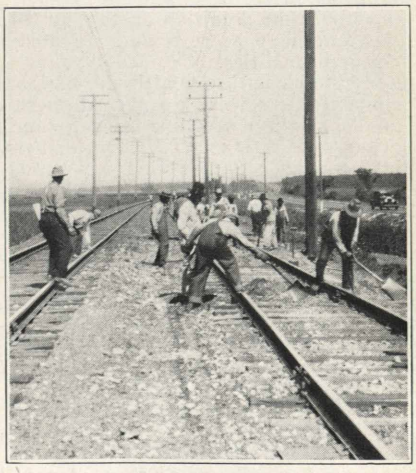
It is, therefore, interesting to know what Edward N. Hurley, prominent manufacturer and student of public affairs, has to say on this subject. Mr. Hurley in a recent article written for the Illinois Manufacturers' Association declares that public utilities or other privately managed enterprises could not be operated as successfully under public ownership as under the present system.

Former Commissioner

Mr. Hurley was formerly chairman of the Federal Trade Commission and was the wartime chairman of the United States Shipping Board. His close contact with the workings of government, therefore, enables him to

(Continued on Page 3, Col. 1)

At Burns' Ditch



Ed Rapp and his gang being inspected by John Hubenthal, Roadmaster, where the new 100-pound rail has gone in.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

VOL. III AUGUST, 1929 No. 8

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Courage

No man can answer for his courage who has never been in danger.

"To see what is right and not do it, is want of courage," says Confucius.

We are full of hidden forces.

You cannot tell how much responsibility a man can carry without stumbling, nor how much grief a womans' heart can suffer without breaking. Why? Because we have no measure for one thing—Courage!

These are they who love "the doubtful ridges of the battle," who go down to the sea in ships, sing in the face of the storm, and laugh at the arrows of the sleet.

These are the overcomers.

These are the salt of the race.—W. C. Dunlap, The Ginger Jar.

For the Company Section

Now that the time has again come when employes are asked to renew memberships in our A. E. R. A. section, two points of view are discernible in the talk that goes on about it.

One attitude, of course, is that the section should be supported whole heartedly. The other is varied. Some say the company section is dying out, others that it is dull, others that it is undemocratic socially, and still others that it is too closely identified financially with the parent organization and not closely enough with local interests.

The first objection is readily answered. Memberships the past year totaled 210, the year before 188. There was an increase of 22, or eleven per cent. This indicates strength rather than weakness in member-getting.

To the charge that the company section fails to interest, the answer is that for the past year programs have been steadily gaining in attractiveness, novelty and educational value. It is necessary only to point to such features as "Televox," the North Shore Line nights, here and at Waukegan, the travel talk by Mr. Harley Johnson, and the clairvoyant. These, too, are merely groundwork for better and still better entertainment.

If the company section helps to draw social distinctions more sharply here, it is unfortunate. That is the very thing it has overcome in most member companies, in fact, one of the things it is designed to overcome. Before the chair of the company section meeting all employes and their families meet on common ground, and it is hardly the place for either the airing of dignities or the nurturing of slights. The pathway ahead of this company section and its members is too bright to be shadowed by conventionalities.

The close tie-up with the national organization is a natural consequence, since if there were no parent there could be no child. The value of such an association of companies in our field is just as great to us as that of other associations to their members. The drawing together of industries into central organizations for mutual improvement is one of the important and growing factors of American industrial development. A. E. R. A. is among the first and best of them, working continually to keep our industry to the forefront in the affairs of the country. But it must be supported, and our company section helps to support it.

Conquest

Employes of old companies, past the struggle and toil of the days when their enterprise was young and uncertain, sometimes look with envy at our South Shore Line employes.

"You are in the thick of it," they say. "Our work is routine, but yours grows so fast you have to hustle to keep up with it."

That is a truth, and a mighty one. It is, after all, a privilege to be counted among the builders of a great new business. Every one working for this railroad can content himself that, whatever the little annoyances of the hour may be, he is marching with an army of conquest, toward a high and splendid goal. Already South Shore Line is almost, if it is not now, the finest electric railway in the world.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

Ballplayer: "We gave the umpire fifty bucks to let us win the game."

Friend: "And still you lost?"

Player: "Yeah, the umpire was crooked."

—Anon.

! ! ! !

Don't be a "suppose" man. The successful employe should never "suppose" that anyone else connected with the job is going to do anything. He must know. Do not "suppose" the car clean; do not "suppose" the switch is lined up; do not "suppose" the flagman is protecting the train. The successful employe KNOWS. "THINK," IS IT SAFE?

—W. W. C.

! ! ! !

The street car was crowded, but our hero, tired after a hard day's work, had succeeded in getting a seat, much to the annoyance of a militant-looking shopper who was forced to stand directly in front of him. She vented her spite by depositing, from time to time, her entire weight on his foot. Finally, exasperated, the long-suffering fellow spoke up. "Lady," quoth he, "would you mind getting off my foot?" Waspishly, the lady retorted: "Why don't you put your foot where it belongs?" Which was the last straw! "Lady," replied our hero, "don't tempt me!" —Palm Leaf.

! ! ! !

The fact that a motorist may be extending a courtesy and doing a kindness in picking up a passenger apparently has no weight with the courts in suits for damages, nor does it lessen the motorist's responsibility, according to advices received by the Automobile Club of Southern California.

It was brought out in a Long Island damage case that a kind-hearted chauffeur driving a private motor car gave two children a ride. They were injured while in the car, but in the suit that followed the jury decided that the owner of the car must pay $20,000 in damages to the father of the children.

On the other hand it is declared that four-fifths—80 per cent—of the 23,000,000 automobiles in operation in America had no insurance to protect the victims in the 630,000 cases of injuries and deaths caused by such automobiles.

Seventy-five per cent of these victims had no remedy and were unable to secure relief. The automobile driver or owner who caused their suffering was not financially responsible and had no insurance.—Trollicar Topics.

! ! ! !

A court has decided that a cow in the road always has the right of way. This indicates that the courts are just learning what the cows have always known.—San Diego Union.

! ! ! !

The statistician who claims that the automobile industry has not yet reached the saturation point ought to ride in a rumble seat during a rain.—Life.

! ! ! !

"You simply cannot find a maid who is honest. That one you recommended just left suddenly and took with her nine of my napkins."

"What kind were they?"

"They were those dining car napkins which I brought back from my trip."

! ! ! !

There are poor people in the Tennessee mountains who live in such dilapidated shacks that every time it rains, they have to go out and get in the sedan.—Tom Sims for Kay Features.

! ! ! !

Dog Catcher: "Do your dogs have licenses?"

Colored Boy: "Yas, suh, they're just covered with them."

—M. J. N.

! ! ! !

He: "My idea of a wife is one who can make good bread."

She: "My idea of a husband is the one who can raise the dough in the hour of knead."

Gary Freight

Minus the big chief, Ed Williams, who was on vacation or something, here is the squad that helps make Gary Freight one of the best stations on the railroad. Left to right: A. J. (Andy) Popp, Art Kahl, Phyllis DePidone, Leo Cusick, and Charley Mason.

HURLEY TALKS FOR PRIVATE OWNERSHIP

(Continued from Page 1, Col. 3)

picture what public ownership would mean in this country.

"I am against government ownership principally because I am a business man," says Mr. Hurley, "and like most other business men, I have observed that as a rule even poorly managed private enterprises are better directed than are public concerns. The mental attitude of Americans expressed in continual complaint about city government and school administrations is significant evidence on this point. The fact that taxes go up, year after year, while the prices of many services decrease, as industries increase their efficiency, proves that 'hard facts' justify our chronic political grouch.

Luxuries Less

"A few years ago automobiles, radio sets and such things were luxuries, even for rich men. Now they are in reach of nearly every purse. But schooling costs more to the taxpayer and renter; justice in our courts is more and more a luxury, while police protection becomes less and less efficient.

"Government, even when rendering services for which there are not supposed to be any charges and in which no profits are supposed to be earned, nevertheless piles up increasing burdens on the people.

"Today the important point is not who owns a thing, but who manages it. Big Business is no longer managed by the people who own it. The railroads and the power companies today are owned by millions of stockholders and bondholders direct, or by insurance companies and savings banks, which own them in trust for millions of policy holders and savings depositors.

"The mere transfer of the property title to government would mean nothing. The individual citizen would have no more to do directly with the management of a publicly-owned power company than he now has to do with the target practice of the U. S. Navy, of which department he is already part owner.

Knowledge Necessary

"You can't properly manage a thing unless you know how to operate it and have the power to 'hire and fire' help. The whole matter of public and private management comes down to a question of who shall have the power to 'hire and fire.'

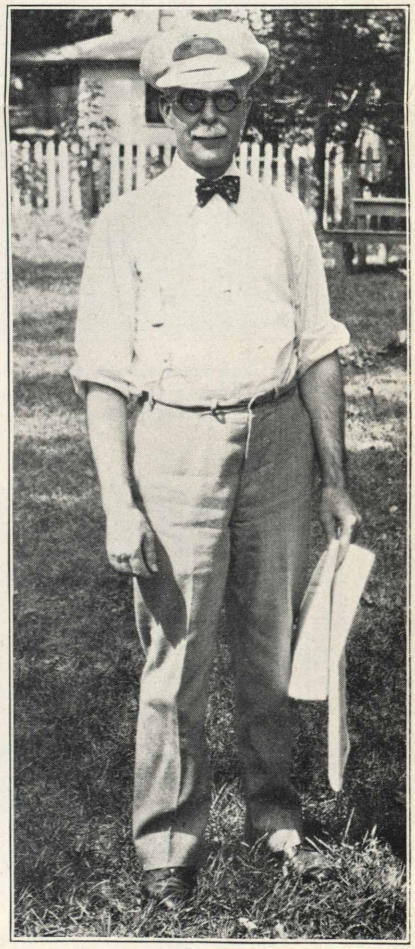
"The private manager must make the income of the business at least equal its expenses or he will be 'fired' by the directors. Back of the private manager there stalks the bankruptcy court and the fear of being thrown out of a job.

"With the government manager, the case is different. The fear of being put out of a job is ever present; but it is not linked with the fear of waste, inefficiency or bankruptcy. He knows that the government cannot go bankrupt as long as it has the taxing power, and while the people have anything on which to levy a tax. He knows that in the last analysis his job depends upon votes, and there are many quicker and easier ways to get votes than to conduct a public business so cheaply and efficiently that it will show a profit. Inherently the man in politics is no better or worse than the man of private business. But he is in another kind of a game. He plays according to different rules. He does not try to play poker by the rules of auction bridge. In business a man plays for profits—in politics he plays for votes.

Vast Payrolls

"Government ownership of public utilities in America would be nourished on a vast government payroll. The amount of that payroll would have no check such as prevails in private business; and would bear no proportionate relation to the efficiency of the departments or the value of the public service rendered. The only limit would be the ability of the people (including private industries) to meet enormous tax bills. Government ownership would demoralize the present efficiency in transportation and electric power services that the manufacturers are now receiving and would seriously impair their industry."

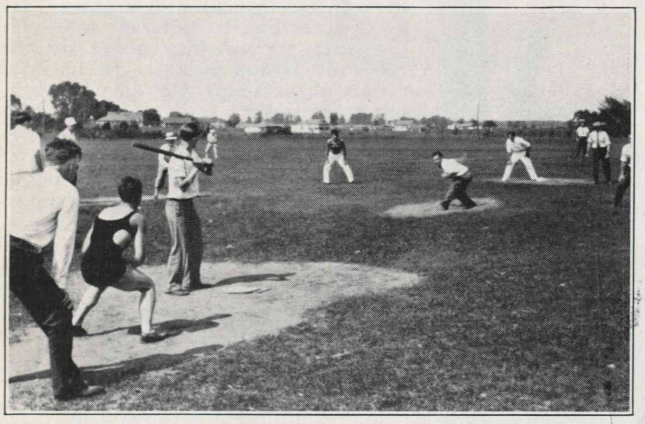
Our Purchasing Agent



Harry F. Kirk, official spender for the railroad, giving an imitation of Secretary Mellon on his private estate.

PICTURED HIGH SPOTS AT SOUTH SHORE THIR

Such happy days as that at our annual out
you. Put this issue of PANTAGRAPH away w
The camera worked throughout the day without
does not do you justice, charge it up to publicity



A hot moment in the embattled ball game between the General Office and Shops. Pitcher Pipher of G. O. is getting ready to smoke one over to Earl Atkins of Shops. Atkins is getting ready to bust it. And he did.

The men's 50-yard dash, with Atkins of the Shops leading. Atkins won handily, and by the way, has won a lot of other races, judging by his medals. This time he was awarded a necktie.

The men's sack race was a thriller as usual. Here again Earl Atkins starred, giving his competitors the sack, so to speak, while he took the prize, a pipe.

The putting contest drew out all the "plus fours" boys and showed what really crack golfers we are, when we try.

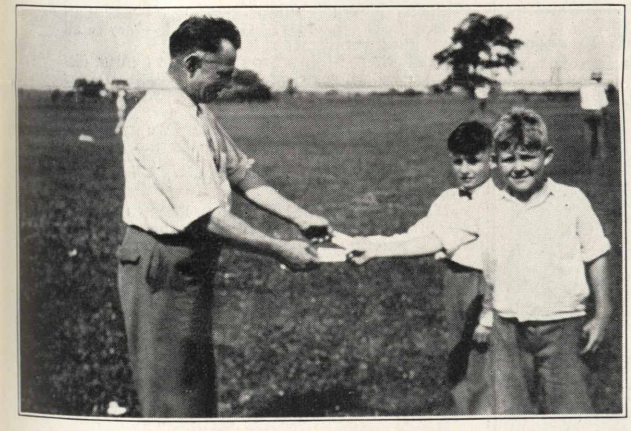
The family of William Petersen, our Traffic Manager, again took honors as the largest on the grounds. Left to right, standing: Bobby Coyle, a cousin; Vernon. Front row: Russell, Edmond, Rosemary, Virginia, Baby Fred, Mary Lou.

Representatives of our official family, Mr. and Mrs. M. J. Feron, talk it over with J. K. Gray, who was the "big daddy" of the A. E. R. A. picnic.

RD ANNUAL PICNIC, HUDSON LAKE, JULY 25, 1929

ing need to be remembered. These pictures will help with your keepsakes, or paste it in your scrapbook. fear or favor, and if you see a photograph here that and let us know.

Many "took comfort" through the day at the water's edge, where a cool breeze and deep shade conspired to defeat a blazing sun. It took a real enthusiast to leave this spot for the broiling athletic field.



The most popular man on the grounds, C. E. Connelly, who held all the free pop tickets. Here he is, presenting some to Hank Pearce and "Tunk" Hill, Jr.

A glimpse of the crowd on the athletic field before the start of the races. It was tough going for the pop vendors most of the day.

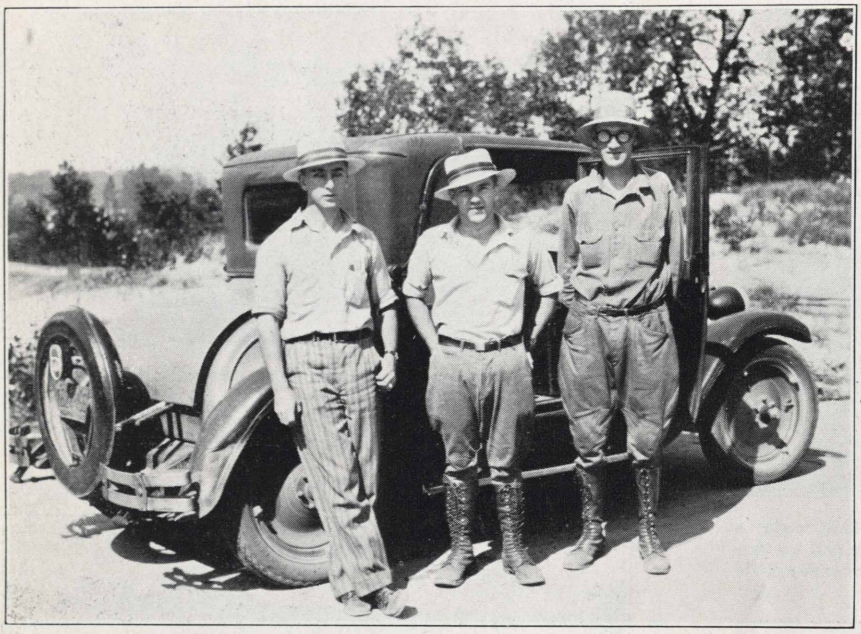
Here are the two Motormen who copped all the glory in the horseshoe pitching contest, H. C. Abbott (left), and O. P. Teets, showing us how they did it. Motorman A. T. Warren is in the background, registering approval.

Old and young sought the cool comfort of the water during the afternoon, and the raft and log did yeoman service toward making the outing a success.

Just before the word "Go" at the treasure hunt. After the word "Go" there wasn't any picture, just a cloud of shavings, little arms and legs and flying hair. The awards, according to the judges, were "various," which is just as well.

ALONG THE SOUTH SHORE LINE

The Surveyors



Al Boller's chain gang and their gallant little hack, No. 57. Left to right: Al Boller, Dude Kirk, and Leo Schopp. This was down on the Monon interchange.

Accounting

Mabel Farber
Correspondent

Miss Florentine Luchtman of the Freight Accounting department has returned from a week's vacation spent in Detroit and Cleveland. While in Cleveland she visited in the home of Fred Rexford, formerly a motorman on the South Shore. Florentine reports a wonderful time and we notice a far away look in her eyes. Wonder why?

Grant Stein, son of Conductor Harry Stein, is the new clerk in the Car Accounting department.

Miss Dorothy Bingamon spent one week of her vacation visiting on the Prison farm at Greencastle, Ind.

Miss Lea Hennard, daughter of H. S. Hennard of the Electrical department, has taken a temporary position in the Passenger Accounting department.

Hansen Prefers Both

To be able to secure a position in Mr. Hansen's department, it seems one must either be a decided blonde or a decided brunette. No half ways will do. Look 'em over, boys. Mr. Hansen shows pretty good taste.

Mr. George Rank, our genial cashier, has returned from a two weeks' vacation with relatives in Minnesota.

"Mac" Bernethy and his wife made a trip to Mammoth Cave and other points of interest during their vacation.

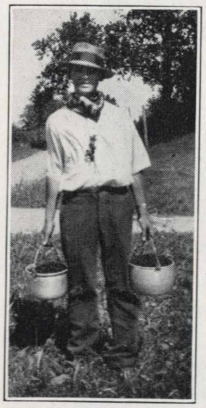
Outside of a trip to Milwaukee, "Al" Timm spent his vacation getting acquainted with the family.

I wonder what there will be to write about after we all get back from our vacations.

John Fraley of the Freight Accounting department spent his vacation visiting friends at Madison, Wisconsin.

Bernie Russell spent part of his vacation at Koontz Lake. He says he caught his limit every day. The latter part of his vacation was spent in points of southern Indiana picking blackberries, etc. One day he picked four gallons. He submits his picture to substantiate.

H. O. Connell, O. H. Hansen and R. G. Hotchkiss represented the company at a Convention of Accounting Officers of the Central Electric Railway Association at Pottawattomie Inn, on beautiful Lake James in Pakogon State Park, near Angola, Ind. Our former auditor, F. Pantel, auditor of the Lake Shore Electric Railway, accompanied by his charming wife, also attended. Needless to say, Fred was very inquiring of his previous quarters, friends, and associates. Mr. Hansen provided transportation in his new Nash. All enjoyed the trip and convention, notwithstanding objections enforced by King Sol.



"Bernie"

H. O. Connell has been visiting week-ends in Charleston, Illinois, with his father, who is gravely ill.

Mr. Harbaugh has wired the fish of Northern Wisconsin to be on the lookout. A. Gump's traps have no charm with Al's bait.

Some seem to think a certain blonde will break the ice yet. You never can tell. How about it, Mr. Flory?

Mrs. Lloyd Returns

Loretta Lloyd is back at work, having spent several weeks at her mother's beside, during her late illness. Mrs. Lloyd has the deepest sympathy of her friends and associates at this time.

Edna Loomis substituted for Loretta while she was away.

Frank L. Winegar has returned from California with a new coat of tan. Lots of new girls in the office, Frank, since you left.

Who says we are not a congenial bunch in the Accounting department? Forty six partook of the picnic dinner. Everyone had a dandy time and plenty to eat and the weather was ideal, too.

Mr. E. W. Drake of the Stores department is enjoying his vacation taking short trips in his new Ford.

Several new machines may be seen about the ground. Mr. Sam Sadler, Storekeeper is driving a new Studebaker, and Mr. Utley is sporting a new Marquette.

Brakemen

C. E. Platt
Correspondent

Well, boys, Conductor Carl Miller is busy trying to borrow ten thousand dollars, and we guess the hat will not have to be passed around for it is understood that Otto Bartels has offered to let Carl have the whole sum. Carl's trouble all started by calling Frank Fields a Boy Scout, and then to make matters worse he told Harry Osborne he was going to run away with his girl, and so the result was that Harry and Frank filed a ten thousand dollar damage suit against Carl, and now it is pretty well understood that Carl is trying to buy Harry out by promising to fix things up with a certain girl. Heh! heh!

"Well, I sure like to work train five," someone heard Harry Osborn say, "on account of all the good looking girls that ride out to the shops every morning." Carl Miller says he heard Harry singing over at South Bend, something like this:

Oh, my old girl has gone to Canada,
Let her go, let her stay,
I can get another just as good any day.

Carl says he has no idea what the song was all about.

John Guyer wants to know what Mat Collins goes to the barber shop so often for. Never mind, John, you may get old and bald-headed some day.

There will be quite a few conductors to make Collector McNulty jump now. Marvinske, Carl Miller, Oscar Ludders, Gene Hall—they've all got "store teeth," Mac!

The writer, nosing around in his garden, discovered a watermelon on the vine. All was serene until friend wife told him it was a cucumber vine!

Now that the picnic is over we can settle down and enjoy our sore muscles and sunburn. But speaking about the picnic, didn't we all have some swell lunches in our "pail" the next day?

Hack Wilson and Charlie Root, Cub ball players, were in Michigan City the other day, and I strongly suspect they were on the trail of Conductor Curtis. That boy Curtis is there with the goods. Did you notice that one handed catch at 2nd base when he fell on his back? He is fast on his feet, too, says Mr. Ferner, and he makes a wonderful anchor on the tug-o-war rope.

Well, here's hoping we have as good a time next year as we did this year at the picnic.

Just one more thing I'd like to mention. How about getting Andy Culp a job as a radio announcer? He sure has the VOICE.

Here's another "Unseen Service."

Get a picture of the Randolph Street Baggagemen tugging away at a baggage truck piled high with newspapers—and the train crew full of smiles, eagerly waiting to help load the papers (they all like to ? ? ? ?). Ask the baggagemen, they know.

Freight

Evalyn Knight
Correspondent

Kensington

The boys at Kensington hope that the next trailers they purchase will be Refrigerator Trailers, to be used when the thermometer hits 102 degrees, the temperature here July 27.

You ought to come and see Kensington's new cement driveway and a brand new sidewalk, too.

Mr. Provis says, "Never use Sloan's Liniment on sunburn."

Recently both Mr. Pittaway and Mr. Provis became proud daddies of baby daughters. Why shouldn't they be proud when the daughters are both girls?

Eme Ettema, well-known to all, enjoyed a vacation August 5 to 10. It was spent in the northern part of Wisconsin.

Gary

Mr. Williams, Freight agent, recently returned from his vacation. Although he said he spent it quietly, we have our doubts.

Andy Popp, the warehouse foreman, is now

ALONG THE SOUTH SHORE LINE

sporting a new Ford Sedan. He says that the next time they intend to photograph our gang, he wishes they would notify him a day in advance, as the last time he was unprepared and had to rush out and rent a tuxedo.

Vacations are still in order, Phyllis DePidone, the cashier, took her annual rest several weeks ago. She visited friends in South Bend among other things.

South Bend

Roscoe Arnold, tractor driver who has been in the hospital since April, is at home now and very much improved. He is now able to be about some and is spending his time sewing for the dolls of the neighborhood. This helps him employ his time and makes many a little girl happy.

George Vargo contributes this little bit of information, "Age experiences a man." We are wondering if this is George's philosophy of life.

Mr. Culp was off duty July 14 to 21st taking a deserved vacation. He spent it at home and visiting friends at Peru, Ind., renewing acquaintance with former fellow employes there.

During Mr. Culp's absence Mr. Kahl served as agent here. He says Andy needs a bi-plane.

Joe Freidline played bachelor recently when his parents left home for a few days. He says the goldfish died, although he can't figure out the reason. We guess that he must have forgot to feed them. We wonder if he washed dishes at all. Perhaps he turned them over.

Kansas City Visitor

Evalyn Knight spent the first week of July in Kansas City, Missouri, attending the 32nd International Christian Endeavor Convention. It's pretty warm in the "City built on a hundred and seven hills," but there's always a fine breeze.

Mr. Culp got a new straw hat the other day and soon initiated it by fire, sort of a baptism, as it were. He had built a beautiful bonfire, and while enjoying it, a frisky little breeze playfully picked up that nice new straw hat and after playing with it awhile deposited it in the fire. Mr. Culp flew to the rescue and the headgear was saved.

Darrell Kline, son of the warehouse foreman, was injured recently while helping in the haymaking. His condition is quite serious.

While Jimmie Rensberger was going home a few weeks ago he met with a terrible accident. He says a big truck pushed him into the ditch but we think he must have had his eye on something else. Better be careful, Jimmie.

The nicest job Dosh Taylor can find this kind of weather is handling cement sacks. He would like to "tote" some more when it is about 102 degrees in the shade, and no shade.

Chester Beck is trying to find a buyer for his Studebaker coupe. Joe might take the task of selling it. He has sold lots of other things here, from lamps to screen doors. All he needs is a show window. Perhaps Mr. Valleau will see that he gets one.

Franklin and Austin

We, the boys at F. & A., are glad to receive a copy of the Pantagraph and to note the happenings and events on the South Shore Line, because we are in a way part of the South Shore family. (And we in turn are very glad to hear from you and hope it won't be the last time, although it is the first.)

There were two promotions in this office in July—A. H. Richards, formerly Assistant Agent at F. & A., now agent on C. A. & E. R. R. at 16th and Canal Sts. Stanley Bickness, Assistant Cashier, succeeded Mr. Richards. Ronald Malone, formerly a stenographer at F. & A., has been promoted to a position at 72 West Adams St., in the Vice President's office.

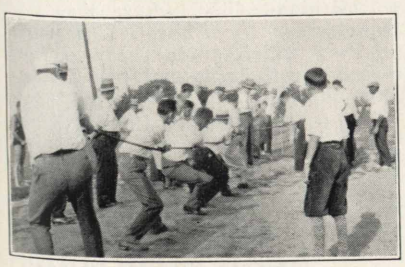
We have quite a time at this station settling the fact as to which Chicago baseball team is the best. Mr. Casey, outbound foreman, and Mr. S. J. Reilly, inspector of the W. W. & I. B., contend that the White Sox team is the only one in existence and in the opinion of Mr. Miller, Agent, they are only existing now and the rest of the boys agree with Mr. Miller that the Cubs are the World's Champions and it is their hope that the latter team will show to the world their qualities this next October.

41st and Union

He heard a toot, but tried to scoot
And beat the choo-choo to it.
The poor galoot now twangs a lute—
Take heed and don't you do it.

He: "I want to marry your daughter."
Father: "Have you seen my wife yet?"
He: "Yes, but nevertheless I prefer your daughter."

Tug-O-War



The tug-o-war against the Traffic Department was held on the athletic field with Mr. Hill of the Lincoln Yard office acting as anchor, and Steffaniak, Stover, A. L. Oberfell and D. E. Ferner, Supt. of Passenger Service, comprising the balance of the team. The "warriors" on the Shop Team were Charles Schlundt, George Schroeder, Joe Pikarski, William Spears, and Art Heglemayer as anchor. Photo by Ben Kabacinski.

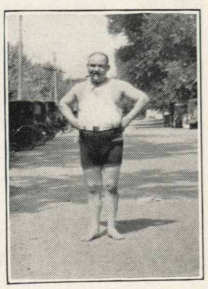
—Art. Tews.

Shops

A. C. Tews
Correspondent

The 3rd annual A. E. R. A. picnic held at Hudson Lake was a huge success, especially from the Shop Department's point of view, as honors in most every competition were carried off by this department.

In the Bleachers! Charles Schlundt and William Spears (right) were caught by the cameraman enjoying the ball game, but they must have been afraid of being struck by batted balls, because they didn't take any chances and retired to the outfield.



A "Big Butter and Egg Man" from the shop, also known as Fred Meer. Just look at that cigar. It must be one of those won at the tug-of-war contest. Fred also swam out to the raft, but when he got on the raft it tipped on edge and every one on it slid into the water, after which Fred had the raft to himself. (The above photos were taken by Ben Kabacinski.)

Chief Inspector E. M. Day of Randolph Street Terminal is enjoying his annual vacation. Otto Menke of Randolph Street is also on a leave of absence. He intended to assist in the building of his home, but we are afraid the "call of the wild" has caused Otto to spend his vacation fishing or hunting instead of in construction work.

Clare Sylvester, son of Inspector Clyde Sylvester of Gary, met with a severe accident during the Fourth of July celebration. He is gradually recovering from the shock of losing several fingers through premature explosion of a toy cannon.

Fred Johnson, who was sand dryer at the Shops, is a patient in a sanitarium in Chicago. He is regaining his health slowly. Hope to have you back with us shortly, Fred.

Motor and Pantagraph Inspector Walter Diedrich is still confined to his home due to injuries he received while at work.

Schultz on Vacation

John Schultz, Machinist Foreman, started his two-weeks vacation August 5th. No doubt the "Victory Six" Dodge will get quite a lot of exercise, amusing Mr. Schultz and family.

Ray Glassman, Clerk in the Shop Department, is the proud possessor of a new Ford. Nothing else would do but Ray must take a vacation and "break in" his new car. We are wondering if he will call this one "Lizzie," or whether he will give it the good old name of "Mary"—we are wondering!

A Shop Group

Some of the younger set of the Shop were also having a great time at the picnic. Here we have, left to right, Mrs. M. C. Kahn, Lester Rudnick, Mrs. L. Rudnick, Walter Schlundt, Miss Dorothy Fish, former telephone operator at the General Office, M. C. Kahn, Miss Anna Dittmer and little Miss Marcella Kahn, daughter of Electrician and Mrs. M. C. Kahn. Photo by Ben Kabacinski.

—Art Tews.

Signals

Evelyn Behler
Correspondent

Mr. and Mrs. E. Braginton are the proud parents of a baby boy born July 17, at St. Anthony's Hospital. They have named it Richard, and are calling him Dicky, for short.

Ah! I see where R. C. Clifford recently married. Good luck, Cliff!

It has not been mentioned in the Pantagraph before that Mr. and Mrs. B. L. Smith are the parents of a baby boy born May 22. It weighed eleven and three-quarters pounds. Some whopper, what?

I asked Tom Henneberry for some information about himself but he seemed very bashful and answered, "Leave me out of it this time." This is just a teaser for him.

Ludden's Hat

Did you see Charlie Ludden at the picnic with his picturesque hat? At first I thought by the looks of it he was going on a fishing trip, but at second glance it looked as if it were decorated with medals from the World War. I am still undecided what kind it was. Ask him and see what he has to say about it.

Mrs. R. W. Duclos' nieces, Misses Kniola and Frances Phillips, have returned to their home in Savanna, Illinois, after a two weeks' visit here.

B. L. Smith spent his week of vacation in Madison, Wisconsin, with relatives. I asked him what he did but he seemed tongue-tied and answered, "Not much of anything." Believe it or not.

ALONG THE SOUTH SHORE LINE

Traffic Department

C. L. Binger
Correspondent

Ruth Mechner is one exception in the general rule of effeminate oral exuberance. She accomplishes lots, and says little. Very little, and less than that when it comes to explanations of the sore foot. We think, though, that Ruth attended the circus, and perhaps an elephant stepped on it.

Johnnie Kilnowitz is answering the call of the open spaces. He went to Pike's to take a peek. You should see some of the picture postals of the Peak, which he has sent us. Floyd Metzger and J. K. will have some time comparing notes.

'Nother Scotch Joke

Clarissa is back. Has a nice tan (natural), and reports lotsa whoopee.

Roy McIntosh and Floyd Metzger are pinch-hitting for Johnnie while Johnnie is away. Speaking of Roy McIntosh, brings to mind the definition of "Rigid Economy," viz.: A dead Scotchman!

Jamie looks all hot and bothered these days. Says life is becoming one darn picnic after another.

Dwight Wood is thinking of organizing a new millionaire club. He, Roy Frantz and Jamie to be charter members.

Daisy—We're going to relent. Won't say another thing, but tell us when it's going to be, or has been——

You can't blame a correspondent for inability to think in this weather. We'll have more dirt for you next month.

Safety Meetings
September

Freight Station, 1:00 P. M., Sept. 3, South Bend Terminal.
Mechanical Dept., 2:00 P. M., Sept. 3, South Bend Terminal.
Signal Dept., 7:30 A. M., Sept. 4, Michigan City Shops.
Mechanical Dept., 11:00 A. M., Sept. 4, Michigan City Shops.
Freight Station, 1:00 P. M., Sept. 4, Michigan City.
Bridge and Building Dept., 3:45 P. M., Sept. 4, Michigan City Shops.
Electrical Dept., 7:45 A. M., Sept. 5, Michigan City Shops.
Mechanical Dept., 2:30 P. M., Sept. 5, Gary.
Trackmen, *7:30 A. M., Sept. 6, Gary.
Trackmen (Special Car), 8:30 A. M., Sept. 6, Gary to South Bend.
Crossing Flagmen and Gatemen, 5:30 P. M., Sept. 6, Gary.
Freight Station, *1:00 P. M., Sept. 9, Gary.
Freight Station, *2:00 P. M., Sept. 9, East Chicago.
Freight Station, *3:00 P. M., Sept. 9, Hammond.
Freight Station, *4:30 P. M., Sept. 9, Hegewisch.
Freight Station, *6:00 P. M., Sept. 9, Kensington.
Trainmen, 8:00 A. M. to 8:00 P. M., Sept. 10, Randolph St., Chicago.
Mechanical Dept., 2:00 P. M., Sept. 10, Randolph St., Chicago.
Central, 1:45 P. M., Sept. 20, General Office.
Freight Trainmen's meetings will be held wherever found.

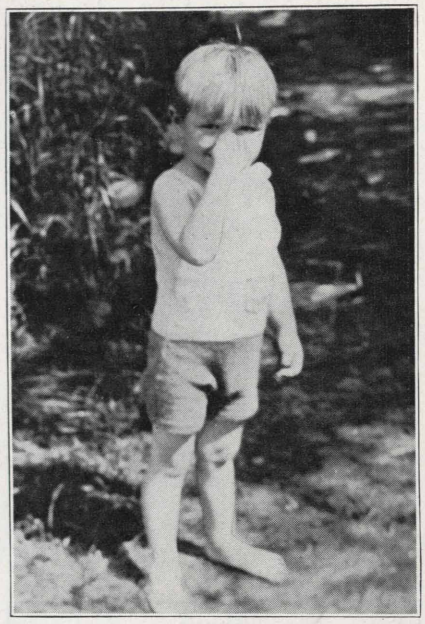
*Daylight Saving Time.

TRAFFIC LIGHT PUT UP AT WILLARD AVE.

An independent stop and go light to control traffic across our tracks at Willard Avenue, Michigan City, Ind., has been installed.

Permission was obtained from the city to put up this signal at the railroad's expense. It is a standard suspended traffic signal operating independent of South Shore Line trains and controlling their movement as well as that of motorists. The light changes at forty-second intervals and is visible from a distance so that motormen can reckon on the turn of the light and hence seldom are required to stop trains for it.

"Whose Little Boy—"



One that was too good for the camera man to pass up.

Not Posed

Charley Ludden and little Patricia Ann Schopp on their way over to the athletic field to get some more pop and sunburn. Charley wasn't posing in this one.

THOUSANDS RIDE S. S. L. ON ANNUAL PICNICS

Nearly 6,000 Chicago picnickers were brought down through South Shore Line territory during July on special parties to many outing spots along the railroad.

One hundred Epworth League members went from Chicago to Fulton Road, Gary, for a day's outing Saturday, July 27, returning on the Chicago Limited at 8:20 P. M.

Three special trains carried 2,500 employes of the Continental Illinois Bank club to their annual picnic Sunday, July 28, at Hudson Lake, Ind.

Tau Phi sorority also had an outing that Sunday at Miller, Ind., occupying two special cars attached to one of the morning half hourly Michigan City expresses. There were 75 in this party.

A & P Outing

More than 1,000 members of the Great Atlantic and Pacific Tea Company, Chicago, held their annual picnic at Washington Park, July 21. This party had two special trains.

Four large picnics were brought down into this territory the week end of July 13-14 by the South Shore Line, the largest of which was the annual picnic of the 20 Year Service Club of the Pullman Car & Manufacturing Company, Chicago, at Michigan City, July 14. This party, which was approximately 750 in number, used a special South Shore Line train from Kensington.

K. C.'s Picnic

Four hundred and fifty members of Lee Council, K. of C., Chicago, had a special train over the South Shore Line to Hudson Lake the same Sunday for their annual picnic.

For the accommodation of the Utilities Securities Company of Chicago, the South Shore Line put on a special train July 14 to convey them to Michigan City, where they were transferred to Shore Line motor coaches which took them to Long Beach for their annual picnic.

On Saturday, July 13, 200 members of the Fourth Swedish Baptist Church, Chicago, rode a special train on the South Shore Line to Hudson Lake.

SUMMER RAIL JOBS NEAR COMPLETION

(Continued from Page 1, Column 2)

subject to poor drainage, an extensive perforated pipe line is being put in to insure dry roadbed. Six hundred and fifty feet of 8-inch pipe will be laid in such a way as to catch surplus water and carry it off the right-of-way. The pipe will be placed in a three-foot ditch, slag-filled. At Wilhelm, ditching is being put in for 1,000 feet on either side of the track, also at Furnessville 6,000 feet of ditching is being dug.

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 SEPTEMBER, 1929 No. 9

TO SPEND $250,000 ON DUNES PARK

Col. Lieber Talks In Gary On New Plans for Region

Pavilion, Bathhouse and Stores Will Be Built After October 1

The State of Indiana, which for some time has been planning extensive improvements in Indiana Dunes State Park, will start work on a $250,000 construction program this fall.

This is the statement of Richard C. Lieber, director of the state department of conservation, made recently on a visit to Gary.

Included in the development plans are the diversion of Fort creek at Waverly beach, construction on the beach of a large bathing pavilion, community mart and recreation building combined, a comfort station and rest rooms adjacent to the bathing pavilion, and other projects.

Will Have Stores

According to Col. Lieber, the bathhouse, to be started October 1, will be 170 by 60 feet, two stories high, and of cement and stone. The first floor will contain a large soft drink parlor and grill room, and two stores for dispensing both novelty goods and groceries. The second floor will contain dressing rooms for bathers. The flat roof, covered with beach sand, will be used for promenading and as a playground for small children.

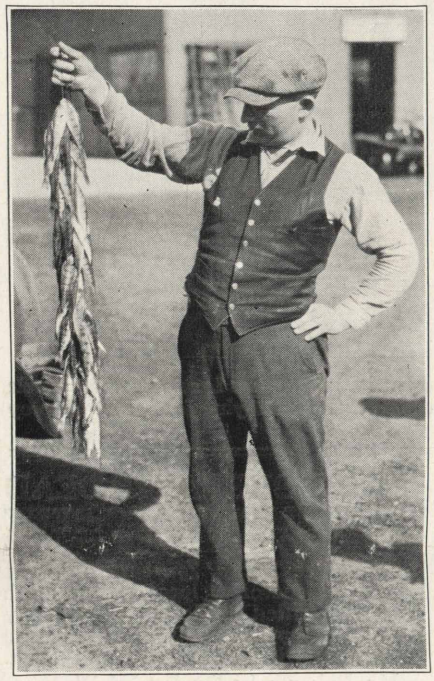
"It is the policy of the state conservation department to restore the park to its primeval state as it was when the red man made the original trails and as it was when Father Marquette first glimpsed the wonderful glory of the dune region," Col. Lieber said. "There will be no motor drive along the beach and there will be no motor drives through the park. The old Indian trails and pioneer roads will be maintained as they were a century ago."

Best for Hiking

It has long been known to Dunes Park frequenters that the only practical way to see the Park afoot. This is the reason why travel via the South Shore Line to Tremont, the Park Gateway, has continued to increase. Motor highway congestion and parking difficulties, added to the fact that the motorist must get out and walk anyway after his arrival in the park, make the "Steel Highway" the ideal highway to the Dunes.

The fall months are full of charm for Dunes hikers. Your lodge, church or social group may be interested in a party trip down there for a day. Make the suggestion!

Andy Gump's Rival



Conductor Bob Reppert after running wild one morning down at Hudson Lake.

TWO-DINER TRAINS SET NEW PRECEDENT

During August and through Labor Day two dining cars were operated on each of three South Shore Line limited train runs, the first regular service of this kind ever offered on an American electric railway.

Every Friday the St. Joe Valley Limited, out of Randolph St., Chicago, at 5:15 P. M., has been carrying two dining cars. Every Saturday noon, the Indiana Limited, leaving Randolph St. station at 12 o'clock, likewise has had two diners attached. Every Monday morning, the Fort Dearborn Limited, Chicago-bound flyer leaving South Bend at 7:05 A. M., Michigan City at 7:48 A. M., daylight saving time, also has been a double diner train. All these trains carry the new parlor cars in addition.

For the benefit of Michigan City

(Continued on Page 3, Col. 3)

THOUSANDS TO GO TO A. E. R. A. MEET IN ATLANTIC CITY

World Transportation Problems, Traffic Congestion Up For Discussion

Upwards of 10,000 leaders of the electric railway industry from all parts of the world will convene at Atlantic City, N. J., September 28-October 4, at the A. E. R. A. convention to discuss transportation problems.

The delegates will represent a service of 75,000 electric rail cars and 11,000 buses in the United States alone. Those from Canada, Cuba, the Philippine Islands and European countries will add greatly to the total. About 200 manufacturing companies will exhibit cars, buses and transportation materials over an area of 105,000 square feet.

Movies

A feature of the gathering will be a discussion of world-wide transportation problems through the medium of talking and still motion pictures. For many months the Association has been gathering material for this demonstration. Leaders of the industry in various countries have discussed their problems in talking movies. The transportation of many foreign countries and that of the leading cities of the United States is to be depicted in non-talking movies.

While all phases of transportation problems will be discussed, that of traffic congestion relief will occupy an outstanding place. The industry has gone beyond its ranks to obtain talks by two outstanding men. One is Elmer T. Stevens of Chicago and the other Colonel A. B. Barber of Washington.

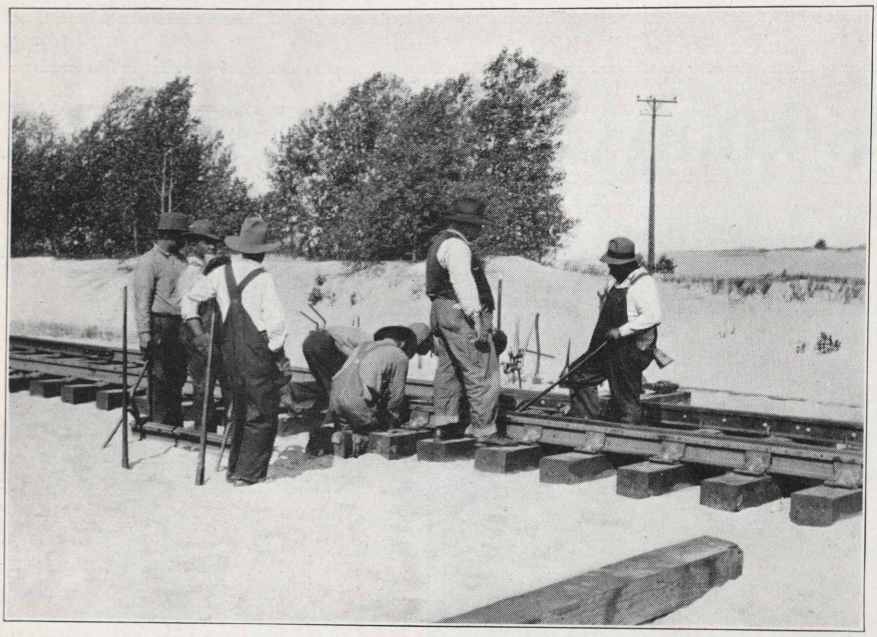
Parking Ordinance

Mr. Stevens occupies a unique place in the transportation world. It was he, as Chairman of the Transportation Section of the Chicago Association of Commerce, who was largely responsible for the adoption of a non-parking ordinance throughout the downtown section of Chicago.

Starting September 7, the half-hourly train service weekends between Michigan City, Tremont (Indiana Dunes State Park) and Chicago was discontinued.

New time table folders have been issued to show additional stops on regular trains.

Harvey Lays Them Down



O. F. Harvey, Section Foreman and one of South Shore Line's premier track builders, snapped one morning out at Lincoln yard on a laying job. Mr. Harvey is standing in the center of the picture.

LABOR DAY SPECIALS TOP OFF BUSY MONTH

In addition to a thriving regular passenger business on Labor Day, South Shore Line carried two special parties to Hudson Lake and Tremont for their annual picnics.

The largest was the First Reformed Church of Roseland, Chicago, who had a special train to convey 500 members to Hudson Lake on that day. The train left Kensington at 7:25 A. M. and returned leaving Hudson Lake at 5:10 P. M.

Prairie Club

Two extra cars on a South Shore Line train leaving Chicago at 8 A. M. were afforded approximately 100 members of the Prairie Club, Chicago, to Tremont for a day's outing. They returned at 4:02 P. M.

A number of other big outings were held during the month, with our railroad furnishing transportation.

More than 1200 Illinois Central shop employes and their families, Chicago, had three special trains over the South Shore Line to Hudson Lake, where they held their annual picnic.

The trains left Randolph Street at 7:15, 7:30 and 7:45 A. M., and returned leaving Hudson Lake at 5:10, 5:30 and 6:10 P. M.

American Bridge

Eight hundred employes of the American Bridge Company, Gary, rode a special train over the South Shore Line to Hudson Lake where they celebrated their annual outing.

This season has been a banner one for special party moves. It is not over yet. Let's keep an eye out for these affairs, and tip the Traffic Department off.

THEODORE BAKER DEAD IN TERMINAL ACCIDENT

Theodore Baker, 24 years old, one of our Inspector Helpers at Randolph St., was killed while on duty early Tuesday, September 10, when he came in contact with a charged pantagraph.

Mr. Baker, who lived at 511 Pleasant Ave., Michigan City, was survived by his widow and two children. He had been in the employ of this company for several years, and the news of his sudden death was a shock to most all of us on the South Shore Line.

Funeral arrangements had not been announced as this was written.

GORDON IS MADE NEW DIRECTOR OF A. E. R. A.

Charles Gordon, former editor of the Electric Railway Journal, on September 1st became managing director of the American Electric Railway Association with headquarters in New York.

Mr. Gordon succeeds Lucius S. Storrs, who resigned several months ago to head the Baltimore, Md., electric railway company.

Just under 40 years of age, Mr. Gordon has advanced rapidly in the local transportation field. After practical experience on the Chicago Surface Lines, he entered trade journalism in the Middle West as a division editor.

He immediately launched a campaign for rehabilitation of the industry. Improving electric rail equipment where communities would support car service and supplanting weak rail lines with buses as well as adding express bus service, were changes he advocated. His success caused him to be brought to New York as head of his paper. During the last five years he has traveled and talked widely in behalf of modernization of properties.

As managing director he will act in an advisory capacity to the entire industry. His initial efforts will include further promotion of modernization, co-ordination of rail and bus service, aiding municipalities in unscrambling traffic tangles, speeding up cars and arranging new financing.

PATTON CHOSEN CHIEF ENGINEER OF MIDLAND

H. S. Patton has been appointed Chief Engineer of the Midland United Company. He will have charge of all departments of the Company dealing with engineering construction and operation.

Mr. Patton has been connected with the Midland company for about six years and heretofore has been in charge of all electrical engineering.

Safety Meetings
October

Freight Station—1:00 P. M., Oct. 7, South Bend Terminal.
Mechanical—2:00 P. M., Oct. 7, South Bend Terminal.
Signal—7:30 A. M., Oct. 8, Michigan City Shops.
Mechanical—11:00 A. M., Oct. 8, Michigan City Shops.
Freight Station—1:00 P. M., Oct. 8, Michigan City.
Bridge and Building—3:45 P. M., Oct. 8, Michigan City Shops.
Electrical—8:00 A. M., Oct. 9, Michigan City Shops.
Mechanical—2:30 P. M., Oct. 9, Gary.
Maintenance of Way—7:00 A. M., Oct. 10, Gary.
Maintenance of Way (Special Car)—8:00 A. M., Oct. 10, Gary to South Bend.
Crossing Flagmen and Gatemen—5:30 P. M., Oct. 10, Gary.
Freight Station—1:00 P. M., Oct. 11, Gary.
Freight Station—2:00 P. M., Oct. 11, East Chicago.
Freight Station—3:00 P. M., Oct. 11, Hammond.
Freight Station—4:30 P. M., Oct. 11, Hegewisch.
Freight Station—6:00 P. M., Oct. 11, Kensington.
Trainmen—8:00 A. M. to 8:00 P. M., Oct. 14, Randolph St.
Mechanical—2:30 P. M., Oct. 14, Randolph St.
Central—1:45 P. M., Oct. 25, General Office.

In the Hills

Mention is made elsewhere in this issue of the interesting trip taken by Ed Lewis, Accountant, and Mrs. Lewis into Colorado this summer. This picture shows the couple on a sightseeing trip near Colorado Springs. It is only one of the many splendid pictures Ed took along the way.

TRANSPORTATION DEPARTMENT GROWS WITH GROWING SOUTH SHORE LINE

By C. G. Scuffham, Chief Clerk, Transportation

IN 1925, when the present management took over the old Chicago, Lake Shore and South Bend Railroad the Transportation Department functioned under the direction of the General Superintendent, assisted by a Trainmaster and six dispatchers. Three dispatchers were located at Shearson Tower and directed train movements, on what was known as the Western Division, taking in the territory Gary and East. The remaining three were located at General Office Shops, and directed movements east of Gary.

Early in 1926 changes began taking place and the personnel of the Department increased to keep step with the many changes in its rapid growth. The first step was the closing of Shearson Tower as a dispatcher office and the placing of the entire line under the direction of one set of dispatchers located at the General Office.

The next change of importance was the operation of trains over the Chicago terminal of the Illinois Central Railroad, which necessitated the installation of an operating staff at the Randolph Street Terminal, followed by changes and additions for the proper handling of increased freight business.

Responsibilities

The Transportation Department, under the direction of J. K. Gray, General Superintendent, is responsible for the movement of trains both freight and passenger, the conduct of stations, arranging of schedules that properly serve the demands of the public, instruction of trainmen as to their duties, following up of service complaints, investigation of accidents and making such changes in operating conditions as the changes of the territory we serve necessitates.

S. A. Morrison, Assistant General Superintendent, assisted by J. L. Heath, Trainmaster, while in close touch with all Transportation Department matters, concentrate mostly on the movement of freight traffic, together with direct supervision of freight agents and station employes.

Passenger

D. E. Ferner, Superintendent of Passenger Service, assisted by M. D. Anton, Trainmaster, both located at the Randolph Street Terminal, are responsible for the operation of passenger service, the direct supervision of ticket agents, porters and baggagemen, the placing of proper equipment on trains, direction of special movements, the inspection of trainmen's uniforms, appearance, etc., and likewise instruction in the performance of their duties.

Messrs. Ferner and Anton are assisted by J. L. Stratton, Clerk and Stenographer, who under their direction devotes his time to all matters pertaining to passenger transportation, reports, and the like.

Office Personnel

The office personnel of the General Superintendent under the direction of C. G. Scuffham, Chief Clerk, consists of Mrs. L. Stephenson, Timekeeper and Stenographer; Mrs. L. Thompson, Clerk and Stenographer, and Miss Helen Margraf, Stenographer. In this Department all transportation reports, daily, weekly and monthly, are compiled, tonnage, mileage, trainmen's time reports, accident reports, personal records, bulletins to trainmen and special movements are handled.

Dispatching

The dispatching of trains and assigning of trainmen to runs is under the direction of F. C. Schlacter, Chief Dispatcher, during the day and C. Whalen, Chief Dispatcher at night, with the assistance of the following dispatchers who work in eight-hour tricks as follows:

R. P. Barnard 7:00 A.M. to 3:00 P.M.
A. D. Penfold 3:00 P.M. to 11:00 P.M.
H. Hanley....11:00 P.M. to 7:00 A.M.

The Dispatchers and Trainmasters are each granted two days off per month and for their relief, L. Craig, who is regularly employed as Brakeman, spends most of his time in the Dispatcher's office, making these reliefs.

Traveling Motorman

The direct supervision of Motormen is the duty of A. B. Parsons, Traveling Motorman, who spends most of his time on the road, riding with the Motormen, instructing them in proper operation of motors and air brake equipment, saving of power, and how to handle equipment failures.

Each car failure is reported to Mr. Parsons and is followed up by him with both Motormen and the Shop Department to prevent recurrence if possible.

Supervision of crossing flagmen, a unit of the Transportation Department, is under the direction of F. J. Timm, who is responsible for the placing of competent men at such crossings as are protected, the furnishing of supplies to them as needed for proper operation of their gates, and instructions as to their duties.

A short statement of operation by the Transportation Department for the month of July, may give a better impression of the Department and what it is required to handle:

Operated 2,470 regular and 29 extra passenger trains, a total of 157,439 train miles, with 398,918 car miles.

Operated 426 freight trains, totaling 16,403 train miles with 241,014 car miles.

Freight Engine and caboose mileage for the month totaled 31,157 miles.

Work Train and Miscellaneous car mileage was 10,178; 8,807 freight cars handled during the month; 295,531 passengers handled.

Supervisory Force and Office—Transportation Department, 18; 10 Passenger Stations Operated—Total Employes, 30; 10 Freight Stations Operated—Total Employes, 62; Conductors in Service, 49; Motormen in Service, 49; Trainmen in Service, 54; Crossing Flagmen, 25; Miscellaneous, 8. Total, 295.

The Plattlets

Here are the children of C. E. Platt, Conductor and distinguished Pantagraph correspondent. Like all of our South Shore dads, Mr. Platt has no time for these youngsters a'tall.

TWO-DINER TRAINS SET NEW PRECEDENT

(Continued from Page 1, Col. 2)

patrons, the second diner on the Monday morning train was placed in front of the station, Eleventh St. between Franklin and Pine, at 7:30 A. M., 18 minutes before leaving time, with breakfast ready.

At the same time two new dining car trains were announced, for service during the balance of the summer. These were the Chicago Limited leaving Michigan City for Chicago at 1:48 P. M., on Saturdays, and the Chicago Limited leaving Michigan City at 6:48 P. M. on Saturdays. On other days these trains did not carry diners.

Growth in patronage of the new deluxe trains during the summer has been such that one dining car was quite inadequate, particularly since the installation of the new parlor cars, according to Charles H. Jones, general manager. The addition of the extra diner afforded ready meal-time accommodations for all, aside from furnishing a new refinement in service unprecedented in the electric railway field.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

D. C. SCHNABEL.....Editor

VOL. III SEPTEMBER, 1929 No. 9

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Nothing Worth-While Is Easy

Most all the true things of life are trite, hackneyed and commonly known. A school child's mind is able to appreciate that laziness, extravagance, dishonesty, disloyalty and the other major faults of human beings are wrong and usually easily recognized as such. In spite of that, human beings, that is some of them, continue being lazy, extravagant, dishonest and disloyal. The fault is not in perception but in the lack of driving power which keeps a man plugging along. Right there, enters the question of a man's worth. He succeeds or fails directly in proportion to his ability to exercise his will-power.

Will-power is the greatest moral quality a man may have. It is the distinguishing characteristic of the outstandingly successful. Persons are not born with it. They develop it and they develop it by using it. Even those whose virtues are more common than their weaknesses need to exercise their will-power constantly or they lose it.

Probably the expression that all men are born equal, intended in a restricted legal sense, has more general application than any of us imagine. Two men, born with the same qualifications for success, go through life,—one reaches the top, the other stays where he is. Fortuitous circumstances may account for the one's success and the other's failure, but ordinarily the explanation lies in the fact that one kept working away steadily doing the hard things, while the other kept avoiding them.

You have will-power, use it. You, like all the rest of us, have faults. You know what they are, perhaps better than anyone else. Start strengthening your will-power by forcing yourself to correct them.

—I. S. C. News.

Brotherhood

It was the writer's pleasure to hear a very famous speaker talk on the "Brotherhood of Man" and what it means for men to work together in the common cause of everyone concerned.

The speaker told a story showing that the best in men can be brought out. This man was the worker in a big steel mill. One of his fellow workers had been killed and left a family consisting of a wife and many small children. There was no food in the house and the usual desolation that follows these casualties was in and about every part of this humble little home.

This speaker, whom we are quoting, was at the mill this day, heard of this casualty and during the noon hour he called the men together. He laid before them the story of this home. There was a generous response, and from the ranks stepped one big, burly, cruel-looking chap and said, "Put me down for two days' pay." This man had been through the war in France and in the most atrocious manner had slain many of the enemy. That he was a brute was no doubt, and still when the right kind of an appeal was made, the best in him had been brought out.

We, through this article, are appealing to you for the brotherhood of man. We are asking that you give the best that's in you. If you are engaged in any work, whether you be employer or employe, take stock of your position mentally and try hard to give the best that's in you. Remember we are all engaged in one cause, and that is the promotion of the Brotherhood of Man so that we may all reap the harvest of a well-founded life and grow and expand for the future.

—S. Johns, Agent at 41st and Union.

The Scribes Appear

In this issue of The PANTAGRAPH are shown pictures of all correspondents beside the news they have sent in for publication. It is planned that this shall become a regular feature of the personal news section of the magazine.

As an added feature, someone has suggested that a monthly "rogues' gallery" of correspondents who have failed to contribute to the current issue be published. Not a bad idea!

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Both the photographer and the mother had failed to make the restless little four-year-old sit still long enough to have his picture taken. Finally the photographer suggested that "the little darling" might be quiet if his mother would leave the room for a few minutes. During her absence the picture was successfully taken. On the way home the mother asked:

"What did the nice man say to make mother's little darling sit still?"

"He thed, 'You thit sthill, you little brat, or I'll knock your block off,' tho I that sthill.'

! ! ! !

"Did you say your husband has been deceiving you, my dear?"

"Yes, the brute! He has been walking to the office and spending the bus fare I gave him every morning."

! ! ! !

"You never can tell," remarked the racketeer as he shot the only witness.

! ! ! !

"I hear the Ninth National Bank is looking for a cashier."

"But I thought they just got a new one a month ago."

"They did. That's the one they are looking for."

! ! ! !

A guest at a resort hotel was complaining to the maitre d'hotel: "Your lunch today was terrible. I nearly lost my appetite."

"So? What was the matter?"

"Well, I found a hair in the ice cream, a hair in the honey ,and a hair in the apple sauce."

"You did? H'm, that's funny. I can understand how the hair got in the ice cream. It came from shaving the ice. And the hair in the honey probably came from the comb. But what gets me is the hair in the apple sauce. I bought those apples myself, and they were Baldwins."

! ! ! !

HOW TO KEEP FROM GROWING OLD

Always drive fast out of alleys. You might hit a child. There's no telling.

Always race with motor cars to crossings. Motormen like it. It breaks the monotony of their jobs.

Always pass the car ahead on curves or turns. Don't use the horn, it might unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half. Insist on your rights.

Always lock your brakes when skidding. It makes the job more artistic. Often you can turn clear around.

Always drive close to pedestrians in wet weather. Dry cleaners will erect a monument to your memory.

Always try to pass cars on a hill when it is possible. It shows your bus has more power, and you can turn somewhere if you meet another car at the top.

Never look around when you back up. There is never anything behind your automobile.

A few shots of booze will enable you to make your car do real stunts.

Drive as fast as you can on wet pavements. There is always something to stop you if you lose control—often a heavy truck or a plate glass window.

New drivers should be shown how to drive fast in heavy traffic. It gives them the experience every motorist should have.

Always speed! It looks as though you are a man of pep, even though an amateur driver.

Never stop, look or listen at railroad crossings. It consumes valuable time, and besides, nobody believes in signs.

In wet weather always drive in trolley tracks. It's smoother going.

—W. W. C.

! ! ! !

John: I hear our officials are going to stop necking and gossiping in the office.

Izzy: I should think they would—men of their age.

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Mrs. Farber
Correspondent

Miss Edna Blanford of the Passenger Accounting Department resigned to take a position in Dr. Kerrigan's office. Reports from the front are that Edna makes a very sympathetic attendant. Good luck, Edna. We understand congratulations are also in order for another step Edna is about to take. But maybe it's a little soon to make the announcement.

Erna Rudolph's secret is out. She had the ring for over a month and never told us about it. Erna is so quiet and shy—how did she ever do it? But she says she didn't, he did. Who is he? Why, no other than that good looking son of our Michigan City freight agent, Joseph C. Rose.

Miss Dorothy Bingamon spent the second week of her vacation in Dayton, Ohio. She also attended the Ohio State Fair at Columbus.

Farbers Visit

Billy and Marjorie Farber, with their mother, spent two weeks in Ohio visiting Grandma Farber out on the farm.

Don't know how the Accounting Department got along the last two weeks with so many department heads away. Geo. Gensch, Henry Hansen and H. O. Connell were all away, and so was Freddie Mitchell. But "Mac" was on board so all was well.

George and Fish

Geo. Gensch spent his vacation fishing in Wisconsin. I don't know whether he wired the fish or not, but he dares anyone to show a better day's catch than the one pictured. Come on, boys, let's have some competition. The fish were caught in Thunder River, which is 17 miles from the nearest town (General Store and Gas Station). Mrs. Gensch and Junior accompanied Mr. Gensch as far as Milwaukee where they visited relatives.

Mr. Connell spent his vacation on the S. S. Hawk, but he won't tell me anything about it. He said there was a newspaper reporter aboard and it had all been written up in a local paper.

To Seattle

Mr. Mitchell and his mother went to Seattle, Washington, to visit Mrs. Mitchell's sister whom she hadn't seen for forty years. They had a most enjoyable trip.

Mr. Hansen's wife had something to say about his vacation, so they didn't go fishing. O. H. and Mrs. H. report an enjoyable trip visiting with relatives and friends in various New Jersey coast resorts. The trip was made by automobile, traveling through Ohio and Pennsylvania on the going trip and returning via New York state, Niagara Falls and through Canada on the return. Not even a puncture to mar the pleasure and with only one-half day's driving in traffic that couldn't be compared to our own Dunes Highway jam.

Resigns to Study

Miss Florentine Luchtman is resigning her position in the Freight Accounting Department to go away to school. She will enter Ypsilanti to take a normal course after which she expects to teach school. Poor Florie has been between two fires. What to do? Her life's ambition has been to teach school, so she has made her final decision. More power to you, Florentine, but how we shall miss your smiling face and peppy disposition!

Motor Trip

Miss Gertrude Noble and her mother took an automobile trip with Gertie's boy friend. They crossed into Canada at Detroit, followed Lake Erie to Niagara Falls and came back through Ohio.

Sadler Travels

Sam Sadler and wife with friends from Chicago made the same trip in Sam's new Studebaker.

Miss Angeline Rist and her sister made a week-end trip to Niagara Falls. It was a pretty hard trip and some say Angeline had a hard time keeping awake on Monday.

Jim Haller and his wife spent a week at the s in Wisconsin.

Miss Mary Phillips and her chum are spending their vacations in and around Denver, Colorado. Mary will have something to tell us when she gets back.

Hay Fever

Mr. Williamson is pretty lonesome these days. He has a far away look in his eyes. His thoughts are up in Petoskey where Mrs. Williamson is staying to avoid hay fever.

Poor Mr. Lathe is sadly affected with the disease, although he says it isn't as bad this year as usual.

As The Pantagraph goes to press, Miss Esther Peters becomes the aunt of little David Lee Waybright, born at 6 A. M., September 6, at St. Anthony's hospital. Mrs. Waybright, formerly Alta Peters, was an employe of the Accounting Department before her marriage several years ago.

Brakemen

C. E. Platt
Correspondent

Mr. Platt
Correspondent

Well, to begin with, we are all sorry to see you go, Dud, but we congratulate you. We're sure it's deserved. Drop in and see us often.

Did anybody notice that big grin on Conductor Kriesel's face last month? Well, it's a girl the stork left at his house. Congratulations, Louie!

What do you think of the Cubs now, Teets? Of course, Hack Wilson did it all.

"Clothes are going up," said Motorman Kroedel as he came around Parsons' Curve and saw a suit case sitting next to the rail. And they did.

Welcome to the ranks of the henpecked, Calahan! Good luck, etc., etc., etc.

Brakeman McNulty was heard singing something about those wedding bells breaking up the old gang the other day.

Back from Vacations

Conductors McNamara, Bartels and Kubsch are all back on the job after spending their vacations in various parts of the world. They're all tanned up and rarin' to get back in harness again.

Someone asked Inspector Sydow how he would like to have one of those Zeppelins to deadhead back and forth on between Michigan City and Chicago, and he said, "No, I'd get there too soon and lose all that good deadhead sleep."

Speaking about sleep, the writer took a little extra ride out to Tremont the other day, when Kreisel forgot to wake him up at Michigan City.

Freight

Evalyn Knight
Correspondent

Mr. Culp and his family narrowly escaped serious injury and perhaps death recently when the car in which they were riding turned over, landing on the top. Mrs. Culp suffered injuries to her spine and ribs, but is much better at this time. The remainder of the party were slightly bruised.

Several changes in personnel have recently been made. Chester Moyer has been promoted to Agent at New Carlisle and we congratulate him. I. K. Mummey has taken his place as night man. Kay has many acquaintances along the line, having previously worked in various capacities. Sally Szocinski is succeeding Orville DeGraff as tractor driver.

Joe Freidline spent ten days on a motor trip through Michigan, Canada and various points of interest. The trip was shortened, however, by the serious illness of his brother, who was accompanying him. Joe says he enjoyed the trip very much and intends to make it again.

Miss Knight
Correspondent

Mr. Chouinard and his wife took a trip to Chicago one Sunday recently. One of the things that attracted his attention on the Avenue was a young girl of about 12 years evidently being escorted by a very middle-aged man. He called the attention of Mrs. Chouinard to the couple, but she had observed her in the window of a shop they were passing, and advised Mr. Chouinard to wait until he could see the lady's face. When he did, what was his surprise to find that she was old enough to be his grandmother. All of which goes to prove the old saying by Aesop (?) that "You never can tell."

Labor Day

What they did Labor Day:

Mr. Culp—visited friends in Peru, Ind.

Mr. Chouinard—landscaped his flower garden.

Joe Freidline—with some friends visited the sights at Pentwater, Michigan. He reports seeing some very beautiful scenery there in the dunes. He said not to tell that they lost the Ford in the winding lanes and had to walk until it was found, about seven miles. He thinks he has had enough exercise to keep him reduced for some time.

George Larga—labored. Spent the time from 8:30 A. M. to 7 P. M. working at the office, etc.

Kay Mummey—stayed home. Somebody says they saw his marriage license listed in the paper. The truth will out. We'll let you know.

Dosh Taylor—did nothing.

Tom McCaskey—went buggy riding.

John Shires—stayed home.

Jimmie Rensberger—spent the day at Culver, Ind.

Jim Kline—went to Baldwin Lake on the promise of a chicken supper and missed the chicken supper. That's too bad, Jim, you have our sympathy.

Evalyn Knight—spent part of the week-end at her home in Butler, Ind., and Labor Day in Fremont, Ohio.

Chester Beck—spent most of the day riding the South Shore. He went to his home in Chicago and then discovered that he had left his key in South Bend and had to come back after it. If we figure right, it made about twelve hours on the road.

HEGEWISCH

On August 9th we lost our dear friend and fellow employe, Chester Loniewski, who died from an abscess on the brain. We thank the A. E. R. A. for their beautiful floral offering.

Our special officer, Joseph Simmons, is spending his vacation the last week in August attending the American Legion Convention at Richmond, Ind.

We have a real champion eighteen-hole golf course, the Burnham Woods Country Club, that is in exceptionally good condition, about six blocks from the office. On Wednesdays after work we usually make up a foursome, composed of Larson and Kief versus Jackna and Jocius. Very little money changes hands in these matches.

Prize Winners

Agent Larson was fortunate in winning first prize with an eighty in the Junior Traffic Club of Chicago's August Golf Tournament held at Cog Hill Country Club.

We welcome to our midst Glen Olier, formerly with the Illinois Central Railroad at Markham Yards, who succeeds Chester.

Last week Warner Bridewell, our night clerk chief, showed up at the office with a pair of green eye glasses. Warner said that these were to keep the glare of the light out of his eyes, but we believe that the sights in Michigan City are responsible for the cheaters.

MICHIGAN CITY

Miss Mildred Richter says when worse cars are made that Ford will make them. She wants

ALONG THE SOUTH SHORE LINE

to know how she can obey our Safety Engineer's warnings in her Ford car.

Miss Helda Guen, new cashier, says she wishes that the company would cut down on the number of copies in the forms to enable her to have more time to breathe, but a little experience will cause her to feel better about that matter.

Mr. C. L. Rose, freight agent, is getting more good-natured every day. His clerks sure think he is a fine fellow, but wise too. Just try to get by doing something wrong, just try.

Joseph C. Rose hopes it won't be long before he can be chief clerk or some other mighty man of importance. We wonder why. Miss Rudolph is seen in his company so often, ask her at Mr. Hansen's office.

The Warehouse boys give their love to all.

General Offices

M. J. Naughton
Correspondent

M. J. Naughton
Correspondent

SEPTEMBER—Labor Day holiday—school children flocking to school—summer resorters returning home—new fall hats and coats—end of the straw hat season and the bare-leg fad—a tinge of autumn in the air these mornings—the vineyards heavy with their ripening loads of purple grapes—the fields run riot with goldenrod, wild asters and the white lacey queen's handkerchief — alas, the end of the vacation period—and back to work you must go!

VACATIONS—and did you know that Johnny Tiewire—don't know the gentleman, eh? On the payroll he is listed as John Hasemeyer, Telephone Maintainer, returned from his two weeks' vacation which he greatly enjoyed catching up on sleep, eating three good meals on time, and getting acquainted with the family—with side trips to Muskegon, Kankakee and Milwaukee. Now that we have got accustomed to the added 15 pounds we think he looks fine, but some one thought at first it was a case of mumps.

Morrison Back

Another man who enjoyed his home during his vacation was Samuel A. Morrison, our Assistant General Superintendent. Mr. Morrison spent his entire two weeks visiting with his family at his home in Chicago. Tells us that Chicago is the best place in the world to spend a vacation—if you cannot find recreation and amusement in Chicago it's not to be found anywhere else. His quickened step and pep would seem to indicate that Chicago is all OK.

While we are glad to have Johnny Tiewire back with us, we all enjoyed the friendly and accommodating Mr. Legendre of Mr. Hall's office. Nice bunch, that telephone crowd!

Do you know that Jimmy Mallon, his wife, his son, James, and the twins vacationed at New London, Wisconsin, the town where Jimmy met his wife nine years ago. Who said sentiment is dead? We are all interested in the Mallon Family. And did you hear that Jimmy and his wife carried off first honors in the dancing contest, participated in by 27 other couples at the picnic of the Royal Metal Manufacturing Company, and that the twins won second prize singing their Michigan City song. They took Wisconsin by storm singing "City by the Lake."

Kelley Travels

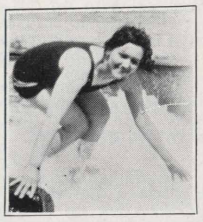
John Kelley was the autocrat or aristocrat of the bunch—six weeks in Europe. Yes'um, he visited Ireland, France, Holland, Belgium and England. Saw and kissed the Blarney Stone, but will tell no more, for at some future AERA meeting he will give a talk entitled, "When a South Shore Special Engineer Tramped Through Europe"—and right here, I want to assure you that it will be well worth listening to.

William Ragsdale, Master Mechanic, Mrs. Ragsdale and daughter spent their vacation motoring through southern Indiana, Turkey Run and other points of interest—and then to Clinton, Iowa, and the Dells of Wisconsin. They report a wonderful trip although they found many bad roads.

I note in a recent issue of the PANTAGRAPH that Bernie Russell of the Car Accounting Department spent a part of his vacation blackberry picking. Now who would ever think Bernie would go a-blackberrying on a vacation? Just goes to show you never can tell.

Have you heard the latest Scotch song: "Let the Rest of the World Go Buy"?

Recognize the Bathing Beauty? None other than our own Mary Phillips, who is stenographer to Mr. E. H. Utley, Jr., General Auditor. You all know how hard Mary works — and how she has been planning on her first REAL vacation out in Colorado. Well, here's hoping that Mary will play as hard as she works, and that she will enjoy every minute of her visit to Boulder, Colorado Springs and Denver. Wait till you see the snap shots of her trip!



Miss Phillips

Mr. Ed. Lewis, freight accountant, and his wife, also had a splendid vacation in Colorado—and brought back a wonderful collection of snapshots and data of the Colorado scenery. Mr. Lewis, one of the most enthusiastic members of the Speakers Club, combined his pleasure trip with the idea of gathering data and views of the scenic beauty of that region to use in showing to the less fortunate ones who could not make the trip. That's a fine spirit, Ed always combining business with pleasure. We are all looking forward to the fine treat in store for us.

Who is the little lady with her arms akimbo? No wonder you don't recognize her for who ever saw Florentine Luchtman stand still that long? She is one of our Elliot-Fisher operators who has worked hard and saved her money to go on with her college work. Florentine will leave for Ypsilanti, Michigan, on the 15th to enter Michigan State Normal College where she will take a teaching course. Her grit and ambition to get ahead is highly commendable. Our best wishes for your success go with you, Florentine—and we will all watch your college course with eager interest.

Miss Luchtman

And, while we are on the subject of VACATIONS—John Sack, one of our best liked boys—'scuse me, "young men" I should say, for John tells us proudly that he is nineteen—is to take a real vacation all by himself—way up through York state and on into Canada. Have a fine time, John, but don't forget to come back to your friends—and John's friends are many, for he is the accommodating chief who presides over the Record and Stationery Department. His winning smile should grace some dentifrice ad.

Miss Vanouse

The smiling dimpled young lady, who is an all-around athlete, swimmer, skater and enjoys all winter sports, is Miss Rue Marie Vanouse, our extra Relief Telephone Operator, whom we are more than glad to welcome into the South Shore family. She replaces Irene Gottschaw Daily, who is devoting all of her time to her housekeeping duties in her cosy home at Hammond.

Why is a certain conductor on the South Shore so particular about the boxes in the baggage car on a crowded train? Simply because he hates to see blueberry pies squashed and the seat of a certain young man's blue suit damaged? Did that one get by you?

Angeline Rist spends "week-ends" at Niagara Falls—what's the attraction, we wonder, other than the beauty of the Falls? How many times have you seen the Falls, Angeline? My advice is, don't marry a Scotchman for he would go to the Falls on his honeymoon all alone.

It's good to see Tunk Hill back again. Tunk had a terrible tussle with blood poisoning, and for a time it looked as though we would lose him.

Listen girls, brides-to-be, and want-to-be brides to what our own Henry Ford had to say in a recent interview:

> "Electricity will play a much larger part in the home of the future—and I am speaking of the home of the family of ordinary means. The home of the future will have no cooking inside. Individual cookhouses and kitchens will disappear. There will be community culinary centers, where every variety of food will be scientifically cooked and delivered to homes much more cheaply than individual cooking can do, and generally much better."

No, don't all speak at once—but I am wondering whose recipes will be taken for strawberry shortcake, huckleberry roll, and all the other good toothsome et ceteras!

Mrs. Ludden

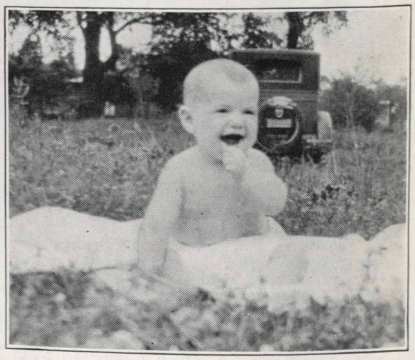
And speaking of centralized cooking, the Strolling Reporter met one of our former office girls who is now happily married and keeping house—and who tells me she would not exchange her job of "housekeeping" for all the high-salaried jobs an office might have to offer. Married almost four months—making a success of it—for hasn't she had her mother-in-law visiting her for the past two weeks? She said Ma tells her that she is a fine cook, and even friend husband has never once referred to the "way mother used to cook." Know who it is? None other than "Kelley"—or to be more exact, Marie Kelley, who married Charles Ludden, our Electrical Engineer. More success to you, Kelley, for your happy contented expression tells us that marriage is a success.

Have you seen Clemmie's beautiful Scotch collie? Tried to get a snap shot of him and the dog out at his suburban home in Trail Creek Village the other day—but Clemmie warned us that he would smash our camera if we tried to intrude on the quiet of his sylvan retreat. Well, anyhow, the pair of you would have made a very fine picture.

EXTRY! EXTRY! EXTRY!
Reel 1

Where were the Famous Film Pictures, Inc., the evening of August 27th? They missed filming one of the best thrillers of the age. Did you see 'em? Twenty of 'em, all shapes and sizes aboard, or was it astride or slung atop a hay-rick—well, anyhow, they call it a hay-rick ride. And where did they go? The courageous souls went straight out Michigan Road—you know U. S. Road No. 20—seven miles to the Brinkman Woods. And when? They got started just as dusk was falling, and on and on they drove into the dark night—with nary a headlight nor a tail light—with only the stars to guide them—and many were the songs they sang, and gay was the laughter, as the horses

Kensington Miss



The charming young lady pictured is Miss Joan Diana Pittaway, the seven-months old daughter of Mr. Pittaway, Chief Clerk at Kensington Freight.

ALONG THE SOUTH SHORE LINE

did a two-mile to the hour trot. Automobiles to the right of us, automobiles to the left of us—motor coaches, busses, trucks and vans whizzing dizzily past us—some enjoying the novelty, and some cussing and yelling for us to "get off the face of the earth." Girls, will you ever forget the thrills? Have you ever seen anything like it depicted on the silver screen? (End of Reel No. 1.)

Reel 2

We have arrived at Brinkman Woods—and who is trailing us? Isn't that a South Shore truck? Sure, yes, and if there isn't Fred Parker with his wife. With flashlights, over ruts and hollows we tramp to the scene of the camp fire. How gaily the twigs burn and how the sparks fly! And our two boy chums, decked in white trousers, sweaters and whoopee caps—and "oh lookie, don't that look like Niagara Falls"—but—ooh, ooh, splash, and what has happened? Esther has fallen into the creek and alas and alack her white pants are wringing wet. Who will lend a coat, while she takes them off—and chase Fred away. Will you ever forget Mrs. Jones, with the white pants held out on a limb of a tree, drying them before the camp fire—the primitive woman returned to the scene. Now for the roasting of the wienies and "How many did you eat?" "Oh, gosh, I've had four buns and hot dogs now"—"Don't make any difference, we have eighty and some one has to eat 'em"—more roasted wienies and more gorging—and more remarks that I would be choked were I to repeat them. Then some one yells, "You know we are going to toast marshmallows"—and Mitz groans: "Oh, why didn't you tell me you had them—I have eaten three sandwiches now." Promptly proceeds to pile four marshmallows on her toasting fork. "What 'smatter, Rose?" "Oh, the crickets are all over my legs." "Well, they won't bite you." "Oh you never know where they will go, though." Discussions as to the difference between a bean and a pea. Did you ever see cabbages and peas growing? "Fred, we are all so glad you brought Mrs. Parker"—"* * * * "Yes, you don't think I was going to come out here unprotected among a crowd of wild and woolly women like you are?" Fred Parker is a veritable Hercules—you don't believe it? You should have seen him carrying two huge logs ten feet long under one arm and another huge log under the other. Some one said he was strutting his stuff. Don't you believe it, Fred never poses, he is always perfectly "nachural," but you never know what his next move will be. (End of Reel No. 2.)

Reel 3

Pack your troubles in your old kit bag and smile, smile, smile, for you have to climb up a stepladder onto the truck which is now boarded up twenty feet high. "No, you can't ride out with the driver—I don't care a darn if you are scared for up the ladder you'll go—what are you spilling the pop for—don't knock over the bottles"—ALL ABOARD—screams, laughter and grotesque loading, and poor Fred deprived of his flashlights, and he cannot see in the dark, either. Will you ever forget the wild ride—rickety bang down U. S. 20, fifty miles an hour? Esther and Mitz got dizzy sitting on the improvised seats and lay down on the floor. Oh, the delight of driving on a wonderful night with no top over head and the clean cool breeze beating a merry tattoo on your face! Would Fred take us home—you know Fred—up to the South Shore station with such a tooting of horns that not only the people came out, but also the dogs, even the roosters left their perch to crow a welcome—and up to the High School to be "dumped out." "Please, Fred, let down the back boards and let us jump out"—no such luck—graceful postures of timid picnickers climbing down the stepladders—Fred has to have aid—and Mr. Underwood is to the rescue—Chief Bowman ought to offer some of the girls jobs as fire fighters after the wonderful exhibition they gave of climbing down ladders. Are we all on terra firma once again? Oh, but we had the thrillingest time we ever had—and a hearty vote of thanks to Florentine Luchtman and her able assistants, Martha Bartels, Evvy Kill and Margaret Margraff. You might know that peppy Florentine would pull off a thriller. Mrs. W. A. Underwood, as our patroness for this party proved herself a good sport, and we were so glad she brought her guest, Mrs. Fay Laisch, of West Virginia, a charming woman—and of course we all know that Mrs. Chas. H. Jones is one of the girls and in for everything that comes along; and among the others present were Dorothy Sprencel, Esther Peters, Evalyn Knight of South Bend, Mitz Larson, Ilah Thompson, Laura Stephenson, Rose Mentag, Frances Martin and M. J. Naughton (for those who may not know, last named party is a lady). (End of Reel No. 3.) All copyrights reserved.

Little Duke

James Martin Duclos, son of Mr. and Mrs. R. W. Duclos. He loves the water as one can easily see. Maybe he will swim the English Channel the next time we see him in a picture.—Evelyn Behler.

Signals

Evelyn Behler
Correspondent

Earl Bragington has a new car. Oh! that's right, I always forget, it's his old one all painted up new and green. Wonder who it resembles.

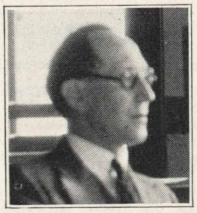
Duclos is getting to be very literary lately. I see where he is following the series of comedy sections in the evening paper.

Tom Henneberry is working in Hammond lately, so we don't see very much of him.

Miss Behler
Correspondent

South Bend Terminal

C. W. Veach
Correspondent



Mr. Veach
Correspondent

Walter Eggert has resigned the position as ticket agent at South Bend, Ind., effective September 1st. Mr. Erskin Goodwin will succeed him. We welcome Mr. Goodwin to the South Shore Line. Mr. Eggert has accepted a position in the traffic department of the Kennedy Radio Company, South Bend. We wish him success in his new position.

Frank Steffaniak returned to the office next morning after being in Chicago when the Graf Zeppelin made its appearance there, with an eye all swollen. Frank, we have our doubts as to the beauty of the Graf causing you all of this trouble, however, the real cause may never be known. But we have our suspicion.

E. N. Kaser, Chief Clerk of South Bend Traffic (Kaser has a first name but won't divulge it), is complaining of writer's cramp. Kaser's job consists partly of keeping records of the receipt and delivery of carload shipments. Think what a job it must be to book so many cars in one month from two to four times. He is a busy man at the end of the month.

Tony Sobecki, foreman, South Bend terminal, when asked where he spent his vacation, said: "Well, Charlie, I found out that there is just as good fishing in Hudson Lake as anywhere else. I didn't catch many bass but caught the lawful number of bluegills each day." Sometimes we wonder if Tony isn't right.

Chased the Graf

Richard Snider, one of the boys at South Bend terminal and one of the kind that was not going to let the Graf Zeppelin pass without seeing it, perched himself on a hill east of the St. Joseph river, and waited patiently for a glimpse of the Zep. At last he spied it—it was located about 15 miles north and moving in an easterly direction. This view was not at all satisfactory and away he went in his auto toward Edwardsburg, Michigan. We didn't learn who won the race, but when Richard returned home the Graf Zeppelin was at that time passing over Bryan, Ohio. We are sure that Richard will tell the story to his grandchildren—that he saw the great Graf Zeppelin when it was on its first trip around the world.

Traffic Department

C. L. Binger
Correspondent

Ruth Mechner looks more charming than ever in "cheaters." The "specs" were a surprise to us all, as she got them while on her vacation.

Clarissa Ely is pinch-hitting for "Mac" on reconsignments for a couple of weeks.

Roy Frantz anticipates a little "whoopee" for his period of recreation. He's going to the old home town at Minneapolis, then a trip across the arid lands to a little oasis at Winnipeg. Send us a label!

News is one of the articles around the Traffic Department which is scarcer than porterhouse steak at Emmie Schmaltz's boarding house on meat-less day in 1928.

Mr. Binger
Correspondent

Johnnie Kilnowitz is back from his vacation sans sunburn, sans fairy tales from Pikes Peak, but has a "dirty" sparkle in his optics.

Roy McIntosh at the time of this writing is out where the tall corn grows.

Stanley Stahl writes us to the effect that life in the strange lands is "sumpin."

Daisy Crabb is all togged out in a dapple pink affair. Looks cool as an eskimo, and reports 103 degrees in the corner is just about right.

Passenger and Revenue

Passenger Department offers little if anything for discussion. They are all meek and mild lately. We in the Revenue Department had an awful hard time to get them tamed down, but they are really on their good behavior. Dwight has his hair all battened down, and looks quite Presbyterian. Must have been taken in a nice game of—Oh, well, let's say "authors." Jamie looks stern and severe this morning (you see, it's Monday). Jack Fraunberg is gargling Listerine. I questioned him as to the cause, and he replied: "Your best friends won't tell you." Bill Pendleton is still on his good behavior. Think Bill's girl friend has him in hand.

Les Hodgetts is in training to drive a junk wagon. Says he's been operating one for over a year now. It seems Les parked the old Studebaker one day and a white wing almost mistook it and had it on his shovel. Les arrived in time to save it for a few more rattles.

Bill Jones is spinning fairy yarns. Has a cute red polka dot tie on. How about a nice bedtime story, something about goblets?

New Feathers

Frank Newman says the end of the world isn't far away. Floyd Metzger is growing a new crop of feathers on his roof, and Frank is flabbergasted.

Through the medium of this paper, and on behalf of the members of the department, we convey our deep feeling of sympathy to our chief, Mr. Petersen, at the passing away of his father on Wednesday, August 21, 1929. The deceased had reached a ripe old age, and had been ailing for some time past. However, the inevitable is a shock to all of us. His life was not without its fruits. He has left to us a man with whom we sympathize and respect. The rich heritage of character and leadership in the bereft son, our chief, is one of the fruits of his life.

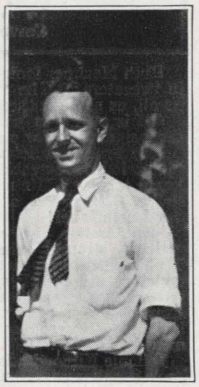
Ways and Structures

Jack Weber
Correspondent

We don't know who's
To blame for this
For we thought
We had retired
From this writing
game
But here we are again
Back in circulation

ALONG THE SOUTH SHORE LINE

As it were.
We don't know who
to blame
But we suspicion
A certain Swede
Draftsman by day
And dark room
operator
By night
Is at the bottom
Of it all
And if our friends
Can stand it
So can we
For as mother used to
say
It hurts you
More than it does
Me.
And we take this
opportunity
To welcome back
Sir John Kelley
Our own
Globe trotting drafts-
man
Who saw
Paris and Rome and
Dear old Lunnon and
Hopped the channel
A la Lindbergh
Saw all there was to
see
And had
A wonderful trip
And we envy him.
And every one
In our outfit
Has had a vacation
Except
The cheese clerk
And he will need one
After this.
And Mr. Weber
Has had three or four
For he is a big man
And takes his on
The installment plan.
Yesterday he took
The August install-
ment
To see the Graf
Fly over Grant Park
And he contracted
A bad case
Of sun burn
Of the oral cavity.
We take great plea-
sure
In welcoming
Pauline
Our chief Steno
To full membership
With all privileges
In "The Six O'clock
Club"
Whose admittance
Makes our member-
ship
100%
And did you hear
About Fred Parker
Going to a Hay Rick
ride
With the Gals
And he ate so many
Hot Dawgs
He barked all night
And his wife says
If he does it again
She is going to tie
A can to him.
And we almost forgot
Jim Mallon and Mr.
Underwood
For they have been
so busy
With estimates and
easements
And embankments
and
All those things,
That they haven't had
time
To do much
But work
But perhaps by the
next issue



Mr. Lloyd
Correspondent

We can obtain
An exclusive interview
From these two
charter members
Of the Six O'clock
Club
For our public.
And we say good bye
and good luck
To Duc Kirk
Who is returning to
the farm
And school
For the winter
And pretty soon
Ed Williams will also
go
And we wish him the
same
And John Hubenthal
is
Away up in Wiscon-
sin
And expects to be
back
In the United States
Soon.
While Al Keeler is
doing his
Work
And has more
business
Than a one armed
Paper hanger
And Geo. Burkett
Is helping Keeler
And he is just as busy
As we said Al was.
And the other Al,
Al Boller, has cleaned
up
Number 57 until
She shines
Like a new dollar and
I ask Jack why
And he said
He was looking for
The miss
In the motor.
We thank you.

Knowledge

Knowledge does not apply itself; it lies dormant.

You must convert it into energy by the power of your thought.

The difference between the $25.00-a-week clerk and the $25,000-a-year executive is solely one of thought.

The clerk may have more brains than the executive.

He may also have a better education, but he doesn't know how to apply his thought to get the greatest good from it.

If you have skill, apply it.

The world must profit by the use and application of your powers, and therefore you.

We all have inspired moments when we see clearly how we may do great things—but we do not believe in them enough to make them come true.

An imagination which begins and ends in daydreaming, is weakening to character.

Make your daydreams come true.

Apply your knowledge.

—W. C. Dunlap.

First in Tentative Speed Ranking

Revised to August, 1929—"Electric Traction"

NAME OF RAILWAY	RUN	Dist.	Regular Sched. Stops	Time	M.P.H. Including stops	Rank by elapsed time
Chicago, South Shore & South Bend Railroad Co.	South Bend to Chicago	89.8	6	2 hrs.	44.9	(1)
Chicago, North Shore & Milwaukee R. R.	Chicago to Milwaukee	87.19	13	2 hrs.	43.59	(2)
**Chicago, Aurora & Elgin R. R. Co.	Chicago to Elgin	41.5	8	1 hr.	41.5	(3)
Galveston-Houston Electric Company	Galveston to Houston	50.41	6	1 hr. 15 min.	40.3	(4)
Indiana Service Corporation	Ft. Wayne to Peru	58.7	2	1 hr. 30 min.	39.1	(5)
Union Traction Co.	Muncie to Indianapolis	63.6	1	1 hr. 45 min.	36.3	(6)
The Milwaukee Electric Ry. and Light Co.	Milwaukee to Watertown	49.96	6	1 hr. 23 min.	36.1	(7)
Terre Haute, Indianapolis & Eastern	Terre Haute to Indianapolis	71.8	3	2 hrs. 5 min.	34.5	(8)
Waterloo, Cedar Falls and Northern Ry. Co.	Cedar Rapids to Waterloo	60.39	13	1 hr. 45 min.	34.5	(8)
Texas Electric Ry.	Dallas to Waco	97.19	14	2 hrs. 50 min.	34.3	(9)
Rochester and Syracuse R. R.	Rochester to Syracuse	87.0	18	2 hrs. 35 min.	33.7	(10)
**New York State Railways.	Syracuse to Utica	48.57	2	1 hr. 28 min.	33.1	(11)
Kansas City, Clay County & St. Joseph Ry. Co.	Kansas City to St. Joseph	51.8	12	1 hr. 35 min.	32.7	(12)
Indianapolis and Southeastern R. R.	Connorsville to Indianapolis	58.2	11	1 hr. 50 min.	31.7	(13)
Interstate Public Service.	Indianapolis to Louisville	117.02	10	3 hrs. 35 min.	32.6	(14)
Buffalo & Erie R. R.	Buffalo to Erie	91.0	11	2 hrs. 55 min.	31.2	(15)
The Cleveland Southwestern Ry. & Lt. Co.	Cleveland to Mansfield	86.0	21	2 hrs. 48 min	30.7	(16)
Columbus, Delaware and Marion Elec. Co.	Columbus to Marion	49.3	8	1 hr. 40 min.	29.6	(17)
Lake Shore Electric.	Cleveland to Toledo	120.0	30	4 hrs. 10 min.	28.8	(18)
Youngstown and Ohio River R. R.	Salem to E. Liverpool	37.0	10	1 hr. 20 min.	27.7	(19)
Cincinnati, Hamilton and Dayton Railway	Cincinnati to Dayton	53.5	13	2 hrs. 15 min.	23.8	(20)
Cincinnati, Georgetown R. R.	Cincinnati to Georgetown	42.2	11	1 hr. 50 min.	23.0	(21)

*Stops have been arbitrarily figured at two minutes each; does not include flag or safety stops.
**Third Rail System.

Whose Baby?

We are tempted here to revert to the one-time "Whosit?" series of the Pantagraph, since the young person pictured beside this is now of full stature and married, a well-known member of our office force at Michigan City. However, the truth will out: Mrs. Wallace M. Lloyd, comptometer operator in the Accounting Department, some time before she met Wally.

Why Didn't I?

Galileo dreamed of watches in a lamp above a mat—
All I ever think of, is I wish I'd thought of that!
Gravitation came to Newton when an apple mussed his hair;
Messrs. Wright watched pigeons flying, now we all can take the air.
Mr. Franklin's kite went soaring—it put juice in every flat—
But my skull is made of wish-bone. How I wish I'd thought of that!
Sun Tan powder made a million—so did holes in underwear;
Chewing gum, and snappy slogans, safety pins and marcelled hair;
Telephones, refrigeration, Henry's Lizzie, my straw hat—
Say, whence came the collar button? Gee, I wish I'd thought of that!
I am always wishing, wishing, but I wish to wish no more;
I'm resolved to think of something even if my brain grows sore.
Surely in my cerebellum there's a little thought whereat—
I can find relief from saying, that I wish I'd thought of that!
May be when all cells are hitting at a first-class thinking pace,
Why I'll have a chance to show them how they ought to run this place.
Yes, I'll make the Big Suggestion; I'll be hauled upon the mat—
And I'm here to say I'll tell 'em—I'M THE GUY WHO THOUGHT OF THAT!

Anonymous.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 OCTOBER, 1929 No. 10

SOUTH SHORE LINE WINS HIGHEST HONORS OF YEAR

Both Coffin Award and Speed Trophy Go To Same Road in Same Year for First Time; "First and Fastest" in America

Railroad Maintains Average Speed of 44.9 Miles per Hour, Including Stops; North Shore Line Wins Second; Sunset Lines Is Third

The Charles A. Coffin prize and the Electric Traction speed trophy, the two highest honors in the electric railway field, were awarded to the South Shore Line at the annual convention of the American Electric Railway Association at Atlantic City, N. J., the first week of this month.

This is the first time in the history of the industry that the same railroad has won both honors at the same time.

The Coffin Award was presented to the South Shore Line for "distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry." It consists of a gold medal, certificate and check for $1,000 for the employes' benefit association.

First and Fastest

The Electric Traction speed trophy was won by this railroad in a field of 22 fast interurbans. By virtue of this trophy, South Shore Line is declared the fastest electric railway in America and probably in the world. The trophy is a large silver loving cup, finely wrought and bearing the legend of the annual contest. It is notable that the Chicago area made a clean sweep in the speed trophy contest, the North Shore Line winning second place and the Chicago, Aurora and Elgin Railroad, third. Also it is unusual that all three railroads are under the same management.

The judges' decision in the Coffin Award contest officially stamps South Shore Line as the outstanding electric railway of the year. Moreover, officials and leaders of the A. E. R. A., at Atlantic City, reviewing the brief which this railroad entered in the competition, declared South Shore Line's four-year rehabilitation the achievement of a decade in the transportation field.

The following is quoted from the report of the judging committee:

"Your Committee has made its selection on the basis of the value of its accomplishments to the public and to the electric railway industry. In view of the success with which it has surmounted its difficulties and rendered an increasingly appreciated service for

(Continued on Page 2, Col. 1)

SECOND AND THIRD SERVE NOTICE ON US; LET'S GO—AND HARD

North Shore and Sunset Lines Plan To Wrest Laurels From Us in 1929

Charles H. Jones, General Manager South Shore Line:

Congratulations to a hard hitting bunch on winning both awards. However, don't get chesty. The North Shore Line expects to win next year.

J. H. Blackhall, General Manager, North Shore Line.

Charles H. Jones, General Manager South Shore Line:

Tell the South Shore Line family that I congratulate every member of it, but that the Sunset Lines expect to do everything possible during the coming year to take the Speed Trophy away from them and maybe (without getting too threatening) the Coffin Award.

John F. Egolf, General Manager Chicago Aurora and Elgin Railroad.

These messages are but two from among hundreds which have been received by Mr. Jones. Other challenges, also, have been received.

Other electric railways besides the Chicago North Shore and Milwaukee Railroad and the Chicago Aurora and Elgin are endeavoring to wrest honors from the South Shore Line and are making many service improvements. The eyes of the entire industry are on this railroad, to see whether it can maintain its record and whether it can retain the lead in the Electric Traction speed contest this year.

SOUTH SHORE LINE TO OFFER AIR-RAIL CONNECTIONS WEST

Big Saving in Travel Time to Be Afforded Passengers Via New Service.

New air-rail connections of the South Shore Line with cities of the Northwest, West and Southwest, effective October 15, have been arranged.

Passengers leaving South Shore Line cities for Minneapolis, St. Paul, Rochester, Minn., Kansas City, St. Louis, the far Southwest and the Pacific Coast may continue their trips from Chicago by airplane, through arrangements made by our Traffic Department with Universal Air Lines System and Northwest Airways, Inc.

Shortens Trips

The saving of time will be such that trips ordinarily taking at least 24 hours can be completed in a quarter of that time. Northwest Airways planes go from Chicago to Minneapolis in three hours and 55 minutes, while Universal planes make the Chicago-St. Louis trip in two hours and 40 minutes, and the Chicago-Kansas City trip in four hours and five minutes. Both air services have rail connections on the west with transcontinental trains for California and the Coast. Similar return service will be in effect.

At Chicago taxicab transfer between 63rd Street (Woodlawn) station and ·e Municipal Airport will be arranged for the passenger and taken care of in the through ticket.

NOTRE DAME FANS WILL RIDE ON LINE

The South Shore Line has been designated the official transportation for the University of Notre Dame student body's trip from South Bend to Chicago for the Wisconsin game, October 19th.

Knute K. Rockne and his squad of about 80 gridders probably will be in the first section of the special train. The Irish football performers will use South Shore Line service this season.

The university band is expected to follow the football team, with about 2,000 students occupying the other sections.

Here's Another Old Timer

Here's another picture of the shop forces in former days. This was resurrected from the old album by Carl Rothfuchs, of the Ways and Structures department. How many in this picture do you recognize?

SOUTH SHORE LINE GETS COFFIN PRIZE

(Continued from Page 1, Col. 1)

the benefit of the public, and justified the investment in modern facilities, the committee awards the Charles A. Coffin Prize for 1929 to the Chicago South Shore and South Bend Railroad (South Shore Line).

"The accomplishments of the winning company are strikingly summarized in the very introduction to its brief, which reads: 'Within four years the Chicago South Shore and South Bend railroad, usually called the South Shore Line, has moved figuratively from the scrap heap to the front rank among electric railways of America.

" 'By an investment of $13,000,000, a depreciated and insolvent interurban property has been rehabilitated into a modern high-speed electric railroad. Justification of this large investment, made in the face of former heavy net losses, is indicated not only by the present earning of the property, but by the fact that its stock has found a ready market in the hands of the public. This ninety-mile electric railroad now provides service of the highest class with the most modern equipment, directly into the heart of Chicago, at a schedule speed of 45 miles an hour. Competing with nine Class A steam railroads and private automobiles operating over well paved highways, its passenger traffic has been very largely increased and freight business has been developed by modern equipment and methods.' "

The South Shore Line brief, prepared under the direction of Charles H. Jones, general manager, who received the award on behalf of the railroad, and the Midland Utilities company of Chicago, which financed the rehabilitation, contained 144 pages of narrative and descriptive copy, pictures, charts and maps. It was prepared in a hand-tooled Morocco leather binding.

Summarizing the introductory statement of South Shore Line's presentation:

"The achievements of this railroad in 1928, on which this brief is based, call for support from the records of 1927, 1926 and part of 1924. All are a part of the great reconstruction program begun by the present management in July, 1925. Originally designated a five-year program, it is already being projected years ahead, so rapid and sweeping has the response of the territory and the people been to improvements made so far.

Work Is Mark of Faith

"There is the mark of an underlying faith in electric transportation that should serve as a beacon to all others in the field. Thirteen million dollars within four years have gone into the making of a story that reads almost like a romance in engineering and financial achievement. More money is to go into it. The public is in support of the program and the faith of those who launched it is justified."

In the Electric Traction speed contest, of which tentative rankings have been given out previously, South Shore Line with an average of 44.9 miles an hour including stops led its nearest competitor, the Chicago, North Shore and Milwaukee railroad, by 1.31 miles. The Chicago Aurora & Elgin Railroad was third with an average of 41.5 miles an hour.

Institution of extra fast service between South Bend and Chicago in 1928 and 1929 was an important factor in building up this railroad's elapsed time average—the Fort Dearborn limited, going from South Bend to Chicago every morning in two hours flat, and the St. Joe Valley limited, making the return trip every evening.

M. J. NAUGHTON GIVEN HIGH B. & P. W. C. POST

M. J. Naughton, secretary to Charles H. Jones, general manager of the South Shore Line, has been named national transportation chairman for the Business and Professional Women's clubs of the United States.

The Michigan City club and the entire Indiana federation of Business and Professional Women's clubs are elated to have an Indiana member selected for such an important position. This is the first time in the history of the Michigan City club that one of its members has been appointed to a national office.

Well Fitted for Post

Miss Naughton is a charter member of the Michigan City Business and Professional Women's club. She has been a faithful and diligent worker, keenly interested in the work of the organization, and is especially well fitted for her new post, officials of the organization declare.

In May, 1927, Miss Naughton was one of 22 Michigan City members who accompanied Nate Rosenberg, now acting secretary of the Michigan City Chamber of Commerce, to the Business and Professional Women's clubs' state convention held in Lafayette, and secured the 1928 convention for Michigan City. During the 1928 convention, she served as local transportation chairman. Her outstanding success in that capacity won for her the state chairmanship.

Work Brings Praise

Her work as state transportation chairman during the past year has been rated by national headquarters as the best done by any state transportation chairman.

Miss Naughton is well known in Michigan City for her work with the South Shore Line and for her intense interest in local civic projects. She is the oldest employe in point of service of the railroad.

Don't Quit

When things go wrong, as they sometimes will,
When the road you're trudging seems all up hill,
When the funds are low and the debts are high,
And you want to smile, but you have to sigh,
When care is pressing you down a bit,
Rest, if you must—but don't you quit.

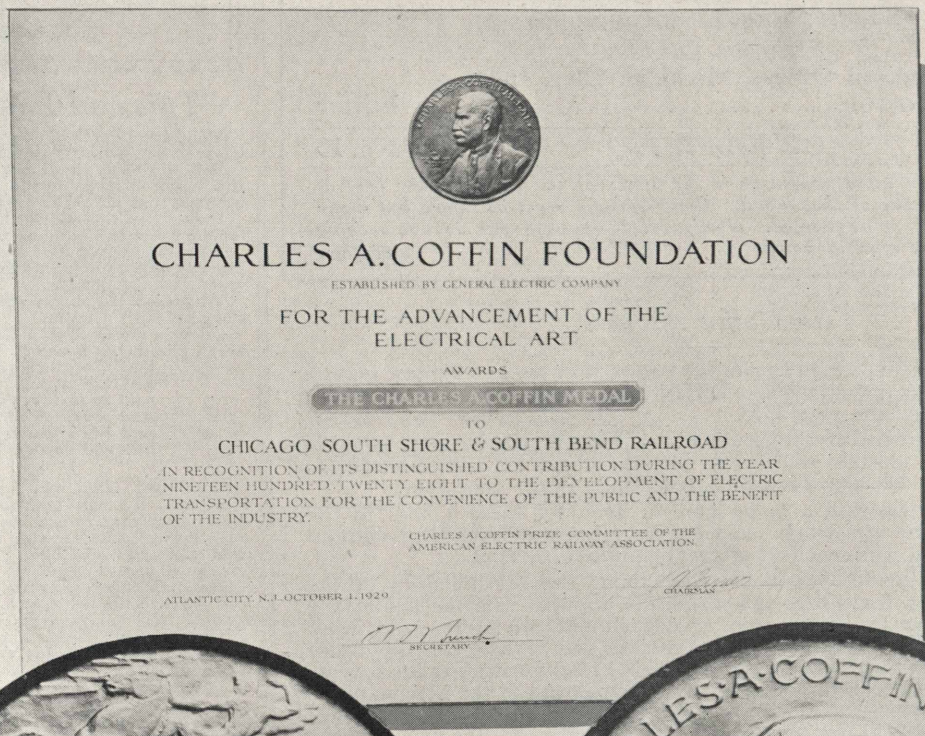
Life is queer with its twists and turns,
As everyone at sometime learns,
And many a failure turns about
When he might have won had he stuck it out;
Don't give up though the pace seems slow—
You may succeed with another blow.

Often the goal is nearer than
It seems to a faint and faltering man.
Often the struggler has given up
When he might have captured the victor's cup,
And he learned too late when the night slipped down,
How close he was to the golden crown.

Success is failure turned inside out—
The silver tint of the clouds of doubt,
And you never can tell how close you are.
It may be near when it seems afar,
So stick to the fight when you're hardest hit—
It's when things seem worst that you mustn't quit.

—MR. JOHNS,
Freight Agent at 41st and Union Station.

The Coffin Award



CHARLES A. COFFIN FOUNDATION

ESTABLISHED BY GENERAL ELECTRIC COMPANY

FOR THE ADVANCEMENT OF THE
ELECTRICAL ART

AWARDS

THE CHARLES A. COFFIN MEDAL

TO

CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD

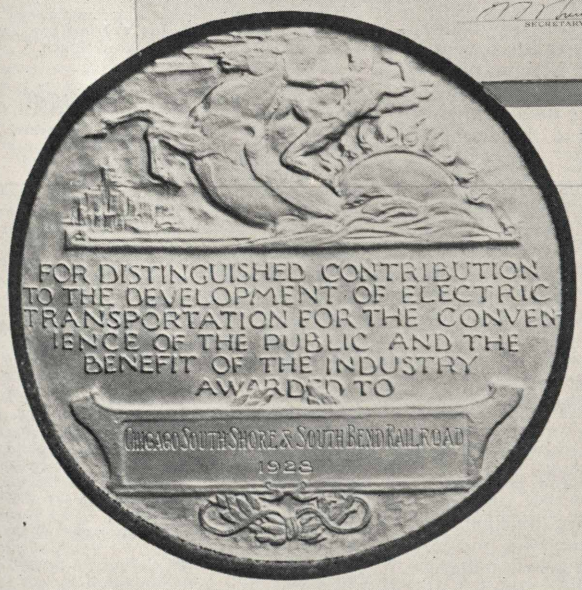
IN RECOGNITION OF ITS DISTINGUISHED CONTRIBUTION DURING THE YEAR NINETEEN HUNDRED TWENTY EIGHT TO THE DEVELOPMENT OF ELECTRIC TRANSPORTATION FOR THE CONVENIENCE OF THE PUBLIC AND THE BENEFIT OF THE INDUSTRY.

CHARLES A. COFFIN PRIZE COMMITTEE OF THE
AMERICAN ELECTRIC RAILWAY ASSOCIATION.

CHAIRMAN

ATLANTIC CITY, N.J. OCTOBER 1, 1929

SECRETARY



GENERAL ELECTRIC COMPANY
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PAY EXACTLY 1000 DOLLARS 00 CTS

TO THE ORDER OF CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD

TO FIRST NATIONAL BANK OF CHICAGO
CHICAGO, ILLINOIS.

GENERAL ELECTRIC COMPANY
BY:
TREASURER

COUNTERSIGNED:
GENERAL AUDITOR
FOR AUDITOR OF DISBURSEMENTS

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

H. E. LANGENDORFF.....Editor

VOL. III OCTOBER, 1929 No. 10

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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The Coffin Award

Everyone connected with the railroad knows that the two highest honors in the electric railway industry of the United States have been awarded to the South Shore Line for the year 1928.

The accomplishment of the South Shore Line is all the more notable since it is the first electric railroad to have received both the Charles A. Coffin medal and the Electric Traction speed trophy in the same year.

Every employe has had a large share in bringing these honors to the South Shore Line, for the work could not have been accomplished without the co-operation and willing effort of every employe.

One of the major factors in bringing about the rehabilitation of the railroad within but a few years and making it popular with the public has been the spirit shown by employes in all departments of the line and in all degrees of rank. The willingness to co-operate and to lend aid, the desire to serve the public in the best manner, the pride in demonstrating the service of the line and the faith in the policies and the program of the new management are in large measure responsible for the South Shore Line's being awarded the Coffin medal for "distinguished contribution to the development of electric transportation for the convenience of the public and the benefit of the industry."

Much credit goes to those employes who stood with the railroad during the years when the line was deteriorating and when no one knew what would happen next, when the future of the line was uncertain and each one's job was in jeopardy. They held to their posts and did their duty under serious handicaps and with no encouragement offered them. When the new management took charge of the depreciated property, they put their shoulders to the wheel and with enthusiasm set to work with the new forces to bring to realization the rehabilitation of the railroad.

The accomplishmens of the South Shore Line since 1925 and the signal recognition accorded it at the recent convention of the American Electric Railway Association at Atlantic City, N. J., are especially significant and gratifying to those employes.

A large share of the credit also goes to the newer employes who came to a discouraging task and who set to work with faith and vigor in reconstructing the broken down electric railroad.

Every employe, new and old, in the service, is proud of the distinction achieved by the railroad and is glad to have had a part in winning the honor.

In the final analysis, however, it must be conceded that the greater share of the credit for winning the Coffin award must go to the public which has patronized the South Shore Line.

New and fine equipment, fast and convenient schedules, improvements in roadbed and track, and individual and collective efforts of employes alone were not sufficient to place this railroad in the leadership of the American electric railway industry. If the public had not responded, this railroad would not have been accorded the recognition.

With the winning of this high honor comes a new and greater obligation of the railroad and its employes. The record established in 1928 must be continued and added to in this year and in each succeeding year. It will not do to rest on our oars and to be content with laurels just won. It is not enough to have achieved two high honors for the past year.

Winning the Coffin award entails an obligation to the patrons of the South Shore Line and calls for doubled efforts on the part of employes to meet this obligation. Both regular and occasional riders of the railroad are expecting perfect service from the "first and fastest" of America's electric railroads, and each flaw in service will be magnified manyfold. All inconveniences and delays will bounce back at the South Shore Line with the remark, "I can't say much for the best electric railroad in the country!"

It is up to every employe to endeavor to give the public the service that it demands from the railroad that has won such high distinction. From now on rendering satisfactory service to the traveling public will depend more and more on the personal element, more and more on efforts of employes to prevent riders from acquiring grievances against the service.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"This and That by Hod"

Should you call the elevator boy "Father" because he "brings you up?"

Did you hear about the efficiency engineer that ordered lead pencils two inches shorter because that much was wasted anyway?

How about the fellow that wrote an article for the Pullman Company on "berth control?"

Who originated the word "pantagraph?" Since they are on top of the car, why not call them "hatagraphs?"

Why does the moon shine on light nights when we don't need it?

Do you know that a hair in the head is worth two in the brush?

Smile, and as you smile
Another smiles
And soon there's miles
And miles of smiles
And life's worth while
Because you smile.

! ! !

A railroad man was ready to make his usual run. His wife instructed him to get her some turkey eggs to set. In passing through a small town a dirty country lad approached the motorman and asked him, "Don't you want to buy some buzzard eggs?"

Seeing an opportunity to play a joke on his wife, he gave the lad a nickel for them. About a month later he asked his wife:

"How are your turkeys getting along?"

"Oh, I decided it was getting too late for turkeys, so I put them in your lunch."

! ! !

Consoling Thought

When you are sad and lonesome,
And feeling kind of blue,
Remember that the mighty oak
Was once a nut like you.

Ed. Williams.

! ! !

Why Conductors Get Gray Hair

Minister: "You grow like a weed, Peter, how old are you?"

Peter: "I'm six an' I'm four."

Minister: "Why, that is impossible. You can't be both six and four."

Peter: "Sure I can. I'm six everywhere except on the train, and I'm four there. Ask daddy."

! ! !

A custom in connection with Chinese funerals is the placing of edibles on the grave as soon as the mound has been formed. This ceremony had just been completed one day in a San Francisco cemetery when a motor car containing several women drove up. One of the women, noticing the food on the grave, asked one of the mourners:

"When does the dead man come up and eat these things?"

The young Chinaman thought a moment and then said: "You sometimes gottem some nicee flend, and him die, you puttem some nicee plenty flowah on top side of glave, sabe?"

"Yes, I would strew the grave with many beautiful flowers," the woman replied.

"Well, when do he come up to smell 'em?" —Kansas City Star.

! ! !

"Your wife is talking of going to Europe. Have you any objections?"

"No, certainly not. Let her talk."—Wall Street Journal.

! ! !

"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl you stop, then you look, and after you're married you listen."—The Great Northern Goat.

! ! !

Algernon (reading joke) — "Fancy this, Percy: A chap here thinks that a football coach has four wheels."

Percy—"Haw, haw! And how many wheels has the bally thing?"—The Log.

! ! !

Waitress: "Will you have pie, sir?"

Customer: "Is it compulsory?"

Waitress: "No, sir, it is raspberry."

! ! !

My typist is on her vacation
mY Typist's away fpr a wek
My typost is in hr cacation
While these damb keYs play Hude and seke.

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Mabel Farber
Correspondent

Bernie Russell is vacationing in Georgetown, Kentucky, where they say "There is moonshine in the daytime and moonshine in the nighttime."

What a calamity! One of our vacationists landed in Montreal flat and had to return to the U. S. A. for dough. Sounds Scotch.

Mr. Utley passed up the A. E. R. A. convention at Atlantic City due to pressing business affairs and sent Mr. Fred Williamson to study the things new pertaining to accounting and finance, equipment, etc. We know Fred will bring back a wealth of information about the progress in general in the past year. Mrs. Williamson and little daughter are visiting in Waukesha. The writer has been trying to find out why Fred was in consultation with "Safety" Clemmons late Friday afternoon. We have since learned that he was desirous of obtaining a pair of tweezers. He believes that where there are board walks there are also splinters.

Mr. Segnitz, our paymaster, has returned from his two weeks' vacation. No, George didn't take a trip this year. He spent his time at home putting the finishing touches on his very attractive apartment which he expects to rent in the near future.

Frances Kosier Leaves

We are sorry to say that Frances Kosier left us October fifth. We are all wondering just why. Is there a "nigger in the wood pile" or a "snake in the grass?" Or is she going to be married? Frances has endeared herself to all the girls and we regret her leaving.

Florence Gallier has taken a position in the Passenger Accounting Department.

Miss Regina Orlowski has taken a position in Mr. Connell's department. She runs the Elliot Fischer that Florentine left behind.

Miss Esther Peters is assisting Mr. Connelley in the new work of centralized freight collections. Marguerite Behnke is the Titian addition of this department as clerk and stenographer.

Men's Chorus Sings

The Men's Chorus, directed by Fred Mitchell, presented two numbers at the last A. E. R. A. meeting. Judging from the applause the numbers were well received, especially the first one, which was comical. All were very well rendered.

Joe Connelley spent the second week of his vacation at home mostly. Of course, he doesn't count a couple of trips to South Bend and Chicago, because one can go there any time.

Speaking of vacations, here's an unfortunate one—C. E. Connelley was ill during his second week, which fell due the first week of October. You can't keep a good man down long, so he's apt to be back at his desk most any time now.

Fish tales continue as vacationists return. Al Harbaugh knows some dandies. Ask him for details. We haven't the heart to publish them.

The Badger State also held the charms for Mildred Larson's vacation. Good time—well, when in Rome do as the Romans do, and that certainly is roam.

Many have been asking why Joe Connelly has taken a sudden liking to working overtime. Do you know?

Attends Legion Meet

Esther Peters attended the American Legion Convention at Rock Island, Illinois, during her vacation. She also visited friends at Davenport, Iowa.

Rose Mentag reports a splendid vacation visiting friends and relatives at Muskegon, Michigan. If in trouble see Leo Kirchner, the "Specialist."

Raymond Hotchkiss promised us some prize pictures, but the weather was so cold up in Wisconsin that all Ray did was hug the stove,

Neck Shaves

For the latest on straight edge neck shaves consult Bernethy, Glassman or Tews. We don't know whether they have started a contest to see who can get the straightest edge or whether they are starting something new in neck shaves. In this day of trying to create a futuristic design for everything, we think the straight edge shave will give some of the boys something to look forward to. After all, the conventional neck shave has had its day, methinks, so why not give the straight edge neck shave a chance?

Mr. John Sack spent a very enjoyable trip in the east and in Canada. He is back at work full of new pep and pepper. Have you heard the latest about Johnny? Oh! Boy! What a treat for you girls. John is the proud owner of a high powered roadster. Talk about your answer to a maiden's dream.

Why not install a telephone in the washroom of the Accounting department for members who insist on speaking in a loud voice?

At a mass meeting of the girls of the General Office, Florentine Luchtman was presented with a pen and pencil set as an expression of friendship not to be forgotten. Apparently the set will not be given full time usage as Miss Luchtman writes from Ypsilanti that she has the best man in the world. Girls, she says, there are plenty of second bests around that Michigan Normal school.

Brakemen

C. E. Platt
Correspondent

C. E. Platt
Correspondent

The new 1930 model conductors' cap should have a rubber band under the chin. This model is suggested by Conductor Frank Fields, who lost one of the old models via the window route.

Another new mode is in the offing; a collector was seen working with a pair of hip boots on Sunday morning, the 29th.

Freight

Evalyn Knight
Correspondent

SOUTH BEND FREIGHT

Evalyn Knight
Correspondent

And how business does grow! So fast, in fact, that it has been necessary to add a yard clerk to the force. Tom McCasky, formerly tractor driver, is now occupying this position. The men who are handling these "man-eating" tractors now are Smith and Hoover. Honest, that's the truth. But it's not the noted or notorious (whichever your politics) characters who figured in the recent presidential race. It is Fred B. Smith and Albert L. Hoover. We welcome these two "famous" men to our ranks.

One day recently George Varga displayed a really, truly diamond ring encased in green velvet at the office. He refused to say a word, or to disclose the name of the girl who will wear it, but he seemed very happy and very much confused. Next morning he brought word that she had told him to put it in moth balls for another year. Perhaps she'll relent, though, for George had a birthday last pay-day.

Joe has again turned salesman. This time it is lamps and pancake flour. The lamps are all gone, however, and proved real bargains. One of them is now ornamenting and illuminating the agent's desk. Joe needs a display case or show window, Mr. Valleau.

Visits in Milwaukee

John Shires spent the last few days of September in Milwaukee, visiting friends there and is back on the job after this little vacation.

Autumn days have really come again and with them a desire on the part of most city folks to get out into the country, to scuff the leaves under one's feet and admire the new frocks which all the trees are wearing, the very latest, as it were, from Dame Nature's Style Shop. Color seems to be the dominant note in these new fall fashions, with most emphasis on reds, browns, and yellows.

Chester Beck, checker at South Bend, was recently married to Miss Ada Greenwood of Granger, Ind. The wedding took place at the home of the groom in Chicago. The newlyweds are making their home in South Bend and have the best wishes of all.

KENSINGTON FREIGHT

We are all very glad to have Mr. Pittaway, our Chief Clerk, back with us again after being at home sick.

Mr. Harrison is contemplating moving back to Chicago from Michigan City.

"Bobbie," our night clerk, is enjoying a week's vacation away out in Dolton, Illinois.

Mr. Calvin, foreman at Kensington, and his wife motored to Murphysboro, Illinois, over the holidays.

General Offices

M. J. Naughton
Correspondent

M. J. Naughton
Correspondent

OCTOBER — the full, mellow, golden month of the year. Who does not enjoy a walk through the glorious woods at this time of the year with their multitude of gorgeous reds and yellows and with here and there a bracken brown — with an autumn haze in the air, and the rustling fallen leaves? The month of fulfillment — and as Little Orphan Annie says: "The Fall is the payday for the whole year." October first and the opening of the hunting season —the squirrels rustling through the leaves to cover—the wild geese flying south, and the beautiful mallards and teal ducks soon to become the prey of the ardent hunter's gun.

And speaking of hunting, and especially of mallards. Ever read the story of "Three Men in a Boat"—well Hudson Lake, at the hour of 2 a. m. on October first would furnish a good conclusion for that story. Three men in a boat—the three men from our office force. How they did bring down the ducks—and none other than our careful Art, and how his chest did heave as he proudly displayed his catch of thirteen—but oh, where, Art, was your Safety First lesson—for upsa and over he went into the cold, cruel waters of Hudson Lake. Now, Art had thoughtfully brought along his business suit—and a change was quickly made—he must be at the office at 7:45 a. m.—and that day Art gleefully confided to some of his men chums that he saw nothing wrong with the stockingless fad—not half bad. A few of us noticed he was rather thin, however, and could not guess the reason. "Oh gosh," exclaimed Art, "I did not have an extra suit of undies with me."

The following from the Chicago Tribune's Wake of the News column:

> "Here at Notre Dame a golf course has been opened for play. Well, all that Knute Rockne says about it is, 'I'd rather not find any big guys on it'."

Girls' Club Has Party

September 24 witnessed the monthly dinner party of the South Shore Girls Club. The committee, with Audrey Melson of the Mechanical Department, chairman, consisted of Frances Kosier, Ruby Drake and Mary Phillips. Twenty-three girls of the office force, including Mrs. Charles Jones, and our patroness, Mrs. M. M. Lloyd, wife of the Superintendent of Shops and Equipment, partook of a three-course chicken dinner at the Lake Shore Inn. Bridge and hearts were played after dinner,

ALONG THE SOUTH SHORE LINE

winners at bridge being Mrs. Laura Stephenson, who received a hand painted vase, and Mrs. Evelyn Kill, who received one of the new accordion pleated chiffon evening kerchiefs. At hearts one of our newcomers, Miss Regina Orlowski, was the lucky one, winning a pretty condiment set. It surely seems good to have Loretta Lloyd with us again. But how we did miss Florentine Luchtman who left a few weeks previously to pursue her studies at Ypsilanti. Mrs. Lloyd proved a very delightful patroness, and in fact, looked so sweet and girlish she could easily be mistaken for one of the girls—and she was heard to remark: "Oh, I have enjoyed this party so much I wish I could be counted in on all of them." Thanks, Mrs. Lloyd, we certainly enjoyed having you with us. Come again.

Sign in a Donegal Ireland, Power House:

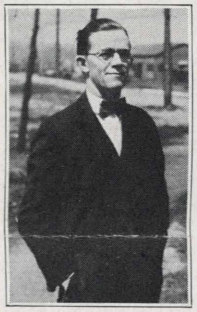
BEWARE

To touch these wires is instant death.
Any one found doing so will be prosecuted.

Wedding Bells to Ring

"Here Comes the Bride." Again, merrily will ring the wedding bells, and we hear it is to be in the month of October, too. I just love blonde brides, don't you? They look so stunning. And hasn't Frances got pretty brown eyes—wonderful combination—glorious blonde hair and brown eyes. May you have lots of happiness in your married life. Our good wishes go with you.

Assumes New Role



Frank S. Winegar

Frank L. Winegar of the General Manager's office, enjoyed a splendid vacation in California, and returned after his two months' stay with a sun-tan complexion that the average girl would pay Walgreen ten dollars per box for same. Frank is busy as can be catching up on his back reports—but not too busy to organize an office men's golf club. Frank led such an active outdoor life in California that he feels the need of the open. George Gensch and Frank are easily the champion golf players of the bunch. He is very well liked for his original snappy come-backs—and lately has taken on a new role—that of father confessor and consoler to the married girls, who no doubt find consolation in the soothing advice given. Frank says he has not lived in vain.

CLAIM DEPARTMENT

We here present the men and women of the Claim department, who in cooperation with the Safety department have performed such a splendid job in the reduction of accidents on the South Shore Line.

You don't always hear a lot about these folks in the Claim department, as they are located in the Public Service Building in Gary. Off in their own little corner they work perhaps more quietly than the rest of us, but WORK always—and not by any means pleasant work. It is usually sorrow and the seamy side of life they must see in the performance of their duties. The rest of us stump a toe, and the Claim department comes along to bind it up.

Active in Boys Work

Every one connected with the property knows J. M. Seabright. Affable, gentle and always lending a helping hand. What few of us know is that Mr. Seabright is deeply interested in starting young men out on the right path—for many years taught a class of young men at the Presbyterian Sunday school, and through his influence has taken many a promising lad "off the lot and away from the gang" in Gary, and by his words of kindly encouragement and help these lads are now holding creditable positions and leading good lives. Mr. Seabright is a graduate of the University of Michigan Law School, and practiced law in Gary from 1920 to 1923—leaving his private practice to take charge of the Claims department for the Gary Railways in 1923, and with the South Shore Line and Shore Line Motor Coach Company in May, 1925.

Two Valuable Lieutenants

Olive Hummer, Mr. Seabright's efficient secretary, joined the Claims forces in August, 1928.

Has any one seen Sweeney? To know James A. Sweeney is to be ready to "crack a joke," as he terms it, at his expense. A valuable assistant to Mr. Seabright and a keen observer of human nature, and Irish too. He is the Assistant Claims Attorney. Practiced law in his home town, Plymouth, Indiana, and at Gary for ten years before casting his fortunes with the Chicago, Lake Shore and South Bend Railway in May, 1925. Graduated from Valparaiso University Law School of Valparaiso, Indiana.

Bernice Is Versatile

And we all know Bernice Hoffman. She started her business career in the Accounting department of the Gary Railways on January 7, 1924, as a stenographer. On January 16, 1928, the South Shore Line claimed her valuable services. Bernice can tell offhand the date of every accident, the circumstances and so on—a walking encyclopedia of data for the Claims department. But Bernice finds time for many social duties, is a grower and lover of beautiful flowers and with her father and sisters lives in a fine country residence at Crown Point. A splendid little housekeeper, a good cook, a jolly entertainer, and some big handsome bachelor is missing his guess by not choosing the "end man" in the above picture for a life partner.

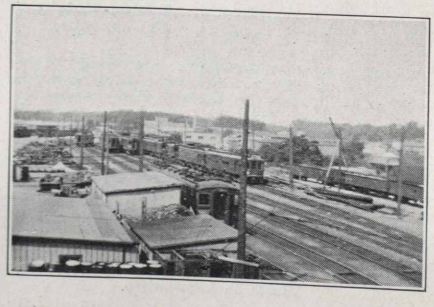
Shops

A. C. Tews
Correspondent

A. C. Tews
Correspondent

John W. Strawser has just returned from his vacation, which he took in the old "Mayflower." He and his wife visited friends and relatives at Jackson, Irish Hills (Aha, the truth—he's Irish), Detroit and Garrett, Indiana — which he considers his old home town, where he spent several days with his daughter and family. He had a very fine trip, even the old "Mayflower" coming through without losing a sail. P. S.—We wonder why he didn't take another hunting trip with Owen Hurley, as he did last year—Hurley must have set too fast a pace, as Strawser spent three months in bed after that trip. We don't blame you, John, for being careful.

The Central Electric Railway Master Mechanics' Association held its September meeting at Detroit, September 10 and 11. Mr. M. M. Lloyd, Superintendent of Shops and Equipment, attended. He states a very interesting meeting was held, such subjects as "Modernization of Brake Equipment" by J. S. V. Fralich of the Westinghouse Traction Brake Company, "Modern Control" by Mr. L. C. Paul, Westinghouse Electric and Mfg. Company, and a paper by Mr. E. G. Deis of the Ohio Brass Company on "Trackless Trolleys" being discussed. All proved very interesting and instructive. Mr. Lloyd also reports seeing many old friends in the manufacturing game as well as the railway cronies.

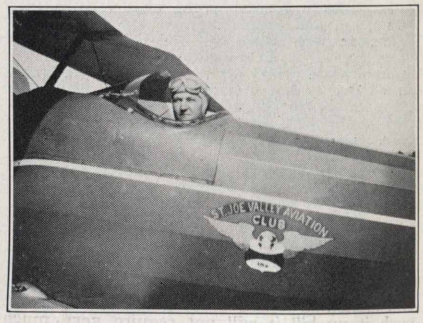


Many who pass the Shops on the cars wonder what the other side is like. Thanks to Bennie Kabacinski, who submits the accompanying picture, taken from the water tank, and showing the material sheds, storage yards and car storage tracks. Bromwell Brush and Wire Goods Company plant is in the distance, also the trees of Memorial Park, a sixty acre tract which was recently given to the city, and which promises to become a leading recreational center of the city, can be seen from the tower.

Mr. Ray Hufford, employed at the Gary terminal, wife and daughter Louise, visited Mr. Hufford's sister at Indianapolis recently. While there arrangements were made for Miss Hufford to enter the Teachers' College, taking up a course in Kindergarten work. Miss Hufford will be remembered by many for her songs over radio station WJKS, as "the little blonde singer of Michigan City." She has also appeared on programs sponsored by the South Shore Line A. E. R. A. Indianapolis and surrounding territory is considered "home," Mr. Hufford says.

Jack Becoming Aviator

Stanley (Jack) Smith, one of the boys at the shops, believes in preparedness—he is qualifying himself for the new in transportation.



Should the company ever extend to this branch of the game he will be in a position to transfer to this service. About eight months ago, Mr. Smith joined the St. Joseph Valley Aviation club, with headquarters at a field about seven miles north of South Bend, about half way to Niles, near the state line. The club employs competent instructors who give the students their instructions in the air, other instructors giving the ground work, covering motors, fuselage repairs, etc. "The club is run like any large industry, having a president and board of directors, and no problem of importance is ever decided without the consent of the members," Mr. Smith says. "All members have stock or shares as in any corporation. The club is using a Travel-Air three-piece job with a Curtis 0x5 motor, capable of about 100 miles per hour. This model is considered one of the most stable planes on the market today." Jack still has a few hours to fly with instruction before he will be allowed to solo—but he is looking for his "big moment" and we know that he will succeed in his new endeavor—Here's all the luck in the word to you, Jack.

Two More Fans Found

Speaking of airplanes—Mr. Frank Coonrod took his initial spin. "I was always a little skeptical about the things, but I thought I might try it once and see what it was like," Mr. Coonrod said. You see, Mr. Coonrod's nephew, Mr. Woren North, who has been an aviator for a period of three years, flew up from Frankfort, Indiana, a few weeks ago, and took "Uncle Frank" for a ride. Mr. Coonrod says, "The earth was transformed into one grand park, it was beautiful! The air was a little bumpy but the experience was grand. I would like to take a long trip by air sometime. This has been one of the highlights in my life."

Miss Frances Martin, secretary to E. B. Stover at the general offices, was also invited for a ride by Mr. North. "I was scared to go, but finally I consented. When we were up there Mr. North banked the plane which didn't help my nerves any—then all of a sudden the plane seemed to drop a few feet and I think I was off the seat for a foot or more. After that I held on to the sides with both hands as tight as I could and ready to go down most any time—yet I believe I would go again if I had the opportunity," Miss Martin said. That's the spirit, Frances.

ALONG THE SOUTH SHORE LINE

Signals

Evelyn Behler
Correspondent

It had been a rainy morning. Early in the afternoon it seemed as if the weather was going to clear up, and the sun invitingly came out two or three times only to disappear behind the clouds again.

Evelyn Behler
Correspondent

Mr. Smith, hurrying away to catch a train, at the last minute, ran back for his raincoat, explaining as he ran, "He was as bad as an old woman."

Tom Henneberry, our signal foreman, who drops in to see us once in a great while, came with his rubbers, in case it should rain. It finally proved to be the end of a perfect day. It had not rained.

Ralph Osborn, signal maintainer at Gary, narrowly escaped being hit by a drunken driver. You'll have to watch out for the insane ones as well as the sane. Good luck this time.

Mr. TenVoorde, frequently called "Unc," has been keeping Mr. Smith busy trying to get a radio for himself. Keep it up, you'll probably get it, if you have plenty of patience.

Have you ever noticed Mr. Bragington, and his inseparable partner, tobacco? He is getting very collegiate. I always wondered why he sang, "Me and My Shadow."

Attends Convention

Mr. Smith attended the A. R. A. Convention at Atlanta, Georgia. He said he enjoyed himself only the weather was too warm, to express it mildly.

Mr. Talbott just bought a new Ford. One consolation is if it ever becomes necessary to push it up hill it will not require very much exertion.

Ticket Agents

Art Kahl
Correspondent

Lester Johnson, our agent at Hammond, suffered a severe injury to his wrist, requiring several stitches to close the wound. According to the last report it is healing rapidly and he will soon be able to chop tickets with the old pep.

Art Kahl
Correspondent

Fred Cole, agent at Hegewisch, is helping John D. to acquire some more new dimes for his next birthday. Fred says the roads are in excellent shape between Hammond and Gary. Yeah, it's a Chevie.

Phil Dabbert

Phil Dabbert has taken over the duties of agent at South Bend in place of Walter Eggert, recently resigned. Walt has accepted a position with a radio concern and we wish him success in his new endeavor. Phil knows his groceries when it comes to handling the job, which is evident from the manner in which he sneaks up on it in the dark. I've had occasion to see him board that early flier several mornings and I know.

Dan Haley and Charlie Sorter at Randolph Street must be too busy in their spare time directing I. C. traffic to the proper ticket windows or we would hear from them somehow.

Marshall Kambs Promoted

Marshall Kambs has been promoted from the ranks and is now presiding as agent at the Gary station. He handles tickets to anywhere you wish to go and if you don't see what you want, ask for it.

Messrs. Flotow, McKesson and Singleman are doing their stuff at Hammond, East Chicago and Gary and will soon be seasoned ticket agents.

Greetings to the new recruits, Downey and Gahagen, who managed to get by O. H. H. Downey says O. H. H. is a particular man to please. It seems that way but from experience the first 89 or 90 years are the toughest.

Among the Missing

Anyone knowing the whereabouts of Chet Moyer and Frank Bleasdale, last seen at New Carlisle, or Will Lyons last seen at East Chicago, please notify the undersigned. That ought to get a rise out of 'em, heh! heh!

Louis Keefer, second trick agent at Michigan City, dared me to have his name printed in the Pantagraph. I'll try anything once and there it is.

Traffic Department

C. L. Binger
Correspondent

Daisy Crabb is the headliner of this month's epistle. The first thing of importance is the one event which placed her in the limelight. Fate was playing a little game with Daisy. No doubt we have all played this game in our childhood—"Heavy, heavy hangs over thy head." Fate whispered this warning, but Daisy heard it not, when lo, the globe from the electric light over her desk dropped with a thud. In the French language, one would say Daisy was Hors de Combat. Next of importance, Daisy celebrated it. She went out and got a nice Irish green polky dot skirt and a snappy looking green ensemble—(Betty Fairfax could write a full column on the outfit). Your humble "Co" can say but "Hot."

C. L. Binger
Correspondent

Roy Frantz is back from Minneapolis. Still speaks United States, but occasionally gets his diction slightly mixed with a tinge of "swenska." Roy was home—Minneapolis.

Having seen the likeness in the "Pan," I'm just wondering where the "Ed" got the picture. He must have gone back into the dark and questionable past, as the writer hasn't been on a bender for ages.

Clarissa Ely is quite the celebrator. She not only celebrates her own birthday but helps other people occasionally. Just as a reminder, mine comes in February.

There is nothing so painful as a broken pane of glass, eh, Dwight? Lots of elbow????-

Bill Jones is all busted out in a new chapeau. Looks like the coming of the Dawn (I mean the hat).

Jack Fraunberg is celebrating New Years.

Johnnie Kilnowitz has taken up French. Says he wants to read the titles in "La Vie Parisienne."

EMPLOYES ATTEND SAFETY CONGRESS

W. W. Clemmons, safety engineer; M. M. Lloyd, superintendent of shops and equipment; E. A. Keeler, assistant road master, with representatives of the shops, operating, signal, maintenance of way and electrical departments, totaling 35, attended sessions relating to their work at the Eighteenth Annual Safety Congress held at the Stevens Hotel, Chicago, September 30 to October 4. Valuable information on accident prevention was obtained.

The railroad section of the congress held six sessions, attended by more than 600 representatives of various lines.

Safety Meetings
November

Freight Station—1:00 P. M., Nov. 4, South Bend Terminal.

Mechanical—2:00 P. M., Nov. 4, South Bend Terminal.

Signal—7:30 A. M., Nov. 5, Michigan City Shops.

Mechanical—11:00 A. M., Nov. 5, Michigan City Shops.

Freight Station—1:00 P. M., Nov. 5, Michigan City.

Bridge and Building—3:45 P. M., Nov. 5, Michigan City Shops.

Electrical—8:00 A. M., Nov. 6, Michigan City Shops.

Mechanical—2:30 P. M., Nov. 6, Gary.

Maintenance of Way—7:00 A. M., Nov. 7, Gary.

Maintenance of Way (Special Car)—8:00 A. M., Nov. 7, Gary to South Bend.

Crossing Flagmen and Gatemen—5:30 P. M., Nov. 7, Gary.

Freight Station—1:00 P. M., Nov. 8, Gary.

Freight Station—2:00 P. M., Nov. 8, East Chicago.

Freight Station—3:00 P. M., Nov. 8, Hammond.

Freight Station—4:30 P. M., Nov. 8, Hegewisch.

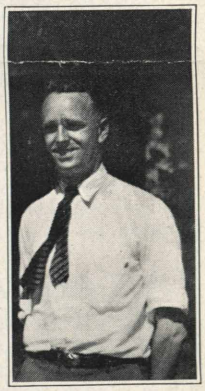
Freight Station—6:00 P. M., Nov. 8, Kensington.

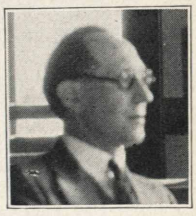
Trainmen—8:00 A. M. to 8:00 P. M., Nov. 11, Randolph St.

Mechanical—2:30 P. M., Nov. 11, Randolph St.

Central—1:45 P. M., Nov. 22, General Office.

Missing Scribes





These correspondents, although not in this issue, are on the Pantagraph Staff. They are understood to have something good for next month. Watch for it! (We mention no names.)

TRAINS AGAIN RUN ON STANDARD TIME

With the discontinuance of daylight saving time at the close of the summer season, South Shore Line trains were put back on central standard time schedules, effective Sunday, September 29.

The most important change made was in the schedule for the Ft. Dearborn Limited, which was set ahead five minutes at all stops. Under the revised schedule, this de luxe train leaves South Bend at 7:00 a. m. instead of at 7:05, Michigan City at 7:43 and Gary at 8:10, arriving at Randolph street terminal, Chicago, at 9:00 a. m., instead of at 9:05 as heretofore.

Minor changes were made in schedules of local trains between Chicago and Gary, to offer most benefit to the greatest number of persons.

Five parlor car trains and three dining car trains each way are operated daily, as during the summer months.

A. E. R. A. MEETING HELD AT SPAULDING

South Shore Line company section No. 15, A. E. R. A., held its first meeting of the winter season Friday night, September 27, at the Spaulding hotel ballroom, Michigan City.

C. Edward Thorney, director of the Outing and Recreation Bureau, Chicago, gave a talk on "Metropolitan Chicago in the Past Twelve Months," and illustrated his interesting talk with slides showing developments in the area.

The South Shore Line male chorus, under the direction of Fred Mitchell, sang several selections.

A dance followed the meeting, music being furnished by Jean Cook's orchestra.

CIVIC OPERA SEASON TO OPEN IN NOVEMBER

The 1929-30 season of the Chicago Civic Opera company will open Monday evening, November 4, for thirteen weeks' continuous performances in the new Civic Opera House, Wacker Drive at Madison street.

Demand for subscription seats has been steady and larger than was expected during the summer months. The opera company maintains a service department to enable patrons to secure the same seats for the thirteen performances at special rates. A particularly attractive offer is made in Sunday matinee series.

South Shore Line trains offer convenient service to the Civic Opera. A train leaves South Bend at 5 p. m., Michigan City at 5:48, Gary 6:22, East Chicago 6:37 and Hammond 6:43, arriving at Randolph street 7:20. Another leaves Gary at 6:50 p. m., East Chicago 7:05, Hammond 7:09, arriving Randolph street 7:45. A third leaves South Bend at 6 p. m., Michigan City 6:50, Gary 7:25, East Chicago 7:39, and Hammond 7:45, arriving Randolph street 8:25.

FIVE FROM LINE GO TO CONVENTION AT ATLANTIC CITY

Problems of Mass Transportation Are Discussed at Annual A. E. R. A. Meet.

By F. G. Williamson

The convention of the A. E. R. A., at Atlantic City, just ended, was regarded by convention veterans as the most successful yet held.

To the South Shore Line it marked the year that it came home with all the awards—just, you might say, a child in its 'teens in competition with the older member companies in a six billion dollar industry.

Credits Employes

Charles H. Jones, general manager; S. A. Morrison, assistant general superintendent; W. A. Underwood, superintendent of ways and structures; William Ragsdale, master mechanic, and F. G. Williamson, valuation engineer, represented the South Shore Line at the convention.

In Mr. Jones' words of acceptance of the awards, his first thoughts were of the South Shore Line employes. He expressed his regret that it was impossible for them all to be present, making it plain that to every employe is due a share of the honors given our company, on account of their individual and collective efforts in the past.

After the awards were made, an official of one of the big manufacturing companies warned the others of the industry that their biggest problem for the future would be "keeping up with the Joneses." Our task, however, will be in keeping the "Joneses" just a little bit ahead.

Proud of Speed Cup

Sorry that so many associates missed seeing Sam Morrison with his "stick"—the Boardwalk is not a new experience for him. Being more or less a companion of Sam's, I was afraid of the exercise I would be subjected to in picking up his coat and vest after the awarding of the Speed Cup, but nothing like that happened. Anyway, we all know the part he plays on this "hurry up" railroad—keeping things moving all the time.

To the majority of attendants, the convention had a serious side besides being salted with a few play periods. Being present as a representative of the accounting department, one of the high lights of the business session for me was an address by G. J. Bunting, vice-president of the Illinois Central railroad. Mr. Bunting first read a short treatise on the electrification of steam railroads and followed with an account of the duties and responsibilities of the modern auditor and the functions of accounting organizations.

To quote: "The accounting officer might be likened to a physician, because it is he who counts the pulse beats of the corporation and he should be able to diagnose the case sooner than any other officer of the organization. The statistical analysis of income, operating expenses, construction costs, earnings and other similar data rendered by the accounting department serve as a barometer of the health of the corporation." We were indeed fortunate in having had the opportunity of hearing Mr. Bunting. His talk was enlightening to those not so familiar with the functions of the accounting organization and gratifying to listeners who were a part of it.

Each has reported having enjoyed the convention and having picked up valuable and helpful ideas. W. A. Underwood said that committee sessions furnished the best opportunities for gleaning information. One of the outstanding points brought out, he declared, was the necessity of coordination of electric railway and bus operation.

Many Exhibits Seen

The large array of exhibits, occupying the entire first floor of the mammoth $15,000,000 convention hall, did not hold a great amount of interest for South Shore Line representatives, since the larger proportion was more closely related to street railway operation than to interurban service. However, certain features were seen which were applicable to the South Shore Line.

At the election of officers for the ensuing year, Paul Shoup, president of the Southern Pacific railroad, was chosen new president of the American Electric Railway Association.

WORK PROGRESSING ON FREIGHT SIDINGS

Work is progressing on three freight sidings between Michigan City and South Bend.

The 2,346-foot extension of Olive siding, four miles east of New Carlisle, will be ready for service as soon as the catenary overhead structure is installed. All track work and ballasting has been completed.

The new 3,200-foot siding at Andry, eight miles east of Michigan City, also will be put in service as soon as the overhead is completed.

New Carlisle freight siding is being extended 1,500 feet east. Grading has been completed, special work installed and 80 per cent of track laid. Before track laying can be continued, it is necessary to construct a bridge over the Lincoln highway. Work on this was started September 26. The structure will be a 38-foot, I-beam span with reinforced concrete abutments and creosoted underdeck. Track on the bridge will be ballasted with stone. The entire project is expected to be completed at about the end of October.

The ladder of life is full of splinters—so be sure you're going up instead of down.

Circumstances are the nails on which the weak hang their failures; but with which the strong clinch their success.

Behind every organization that keeps up with the times, you are sure to find at least one man who keeps way ahead of the times.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 3 NOVEMBER, 1929 No. 11

MASQUERADE TO BE NOV. 22

A. E. R. A. SPONSORS ATTRACTIVE PARTY AT COMMUNITY HOUSE

Refreshments and Prizes Are To Be Plentiful at Festivities.

A new era in A. E. R. A. activity along the South Shore Line will get under way with a big masquerade party sponsored by Company Section No. 15 on Friday evening, November 22, at the Community House, Memorial Park, Michigan City. Festivities will start at 8 o'clock.

This Second Annual Masquerade is the first event of an attractive and entertaining series scheduled by the program committee for the next twelve months. Plans have been arranged to make this party a glorious success and members of the committee promise all who attend a party that they'll long remember and want to attend soon again.

The program committee, headed by Jim Mallon, promises entertainment unsurpassed in the annals of the company section. Of prime interest to everyone is the fact that there will be refreshments. Furthermore, there will be prizes—lots of prizes and attractive prizes.

Provisions for transportation will be arranged and announced in a special bulletin to be sent to all employes of the company.

All Must Be In Costume

The committee in charge of this party has decreed that everyone must be masked and has issued warning that those without costumes will be refused admittance to the festivities. It has been declared that this ruling has been adopted as necessary to make the party informal as desired and to heighten the interest.

All employes of the South Shore Line are urged to attend this masquerade and are privileged to invite their friends to accompany them. Members of the committee declare that this party will prove beyond a doubt to any skeptics that Company Section No. 15 offers an entertainment and pleasure that no employe can afford to miss.

The program committee is composed of W. J. Mallon, chairman, George Gensch, vice-chairman, Frances Martin, Mrs. L. Thompson, Esther Peters, August Stick, C. J. Curtis, C. Ludden, Fred Parker and W. M. Lloyd.

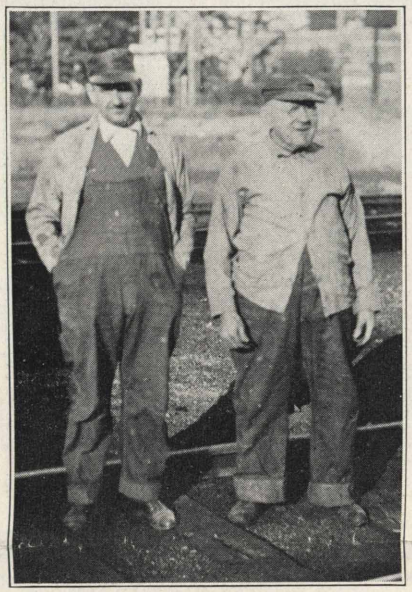
Officers Are Elected

E. B. Stover, Special Engineer, was elected president of company section No. 15 of the A. E. R. A. at the meeting held Friday evening, October 18, in the Spaulding hotel ballroom, Michigan City. A. A. Stein, Conductor, was elected vice-president, E. H. Williams, Gary Freight Agent, was elected treasurer, and Miss Frances Martin, Secretary to E. B. Stover, was elected secretary.

George Schroeder, Electrical Inspector in the Shops Department, and W. M. Bernethy, Assistant Secretary, were elected directors.

Mrs. Florence W. Barney, Concessions Clerk, Frank Scrivnor, Line Foreman, Earl Braginton, Signal Maintainer, and Fred Parker, Bridge and Buildings Foreman, are directors continuing in office.

They Add Color



Here are two of the expert paint brush wielders at the Michigan City shops. August Stick (left) has been with the railroad since Nov. 17, 1927. He was formerly an outdoor sign painter and interior finisher on coaches at the Pullman company. Fred Reinhart (right), foreman painter, has been with the South Shore Line since April, 1911. Before joining the company forces he was foreman at the Ford & Johnson Chair Factory (now Karpen Bros.)

HIGH SAFETY RECORD IS MADE IN OCTOBER ON SOUTH SHORE LINE

Five Departments of Railroad Keep Their Slates Clean During Past Month.

October was a banner month for safety among employes. No accidents of any kind occurred in the Electrical, Signal, Maintenance of Way, Commissary and Communications departments.

The Maintenance of Way department, with an average of 235 men, had no minor or lost time accidents. This is a record for the number of men employed.

Freight stations had three minor accidents and one lost time accident. The Mechanical department had five minor accidents and the Transportation department had three minor accidents and one lost time accident.

Along the entire line there were only eight days lost time. Minor accidents are those in which the employe injured loses no time.

The record of safety for the month is declared excellent by W. W. Clemmons, Safety Engineer. Mr. Clemmons urges all employes of the railroad to avoid a let-down, as "eternal viligence is the price of safety."

BOWLING TEAM CLIMBS TOWARD LEAGUE LEAD

South Shore Line bowlers in the last few weeks have been making rapid strides toward the lead in the Michigan City Industrial League, having jumped from ninth place to fourth place.

In recent starts the company team has won six games out of nine, in one series taking two out of three games with the Sullivan team, then in first place.

The team has run up the second highest score this season, with a total of 957.

The team is composed of Gensch, captain, Rank, Boller, Mallon, Schollenberg, Timm and Pipher. Since getting their bowling shirts, the boys have been feeling quite chesty.

Members of the team have indicated that a cheering section at the games would be appreciated and they invite all employes to sit on the sidelines Tuesday evenings.

Industrial League games are rolled every Tuesday evening at the Palace alleys in Michigan City. Twelve teams make up the league.

Claim Department

Here we present the members of the Claim department, who are located in the Public Service building in Gary. They are J. M. Seabright, head of the department; Olive Hummer, James A. Sweeney, assistant claims attorney, and Bernice Hoffman.

CIVIC OPERA SEASON OPENED NOVEMBER 4

Varied and popular repertoire during the entire 1929-30 season is offered music lovers by the Chicago Civic Opera company in its new home, Wacker drive at Madison street, Chicago, which was dedicated on Monday evening, November 4, with the presentation of "Aida," before a house sold out long in advance.

Performances will be given for thirteen continuous weeks. In addition to the evening performances, an especially attractive Saturday and Sunday matinee series is offered.

Best in Theater Science

From the standpoint of comfort, audibility and mechanical equipment the new opera house represents a new high mark in the science of theater construction. Nothing is lacking in conveniences for opera patrons. Seating arrangements have been worked out so that a full view of the stage is offered from every seat, from the first row of the main floor to the last row of the upper balcony. The huge auditorium seats 3,471 persons, 3,285 on the main floor and two balconies and 186 in the 31 boxes.

New Artists to Appear

The opera company has secured several new artists for this season. A feature of unusual interest is the number of leading artists who are American citizens. Among the 53 singers and conductors on the 1929-30 season roster, 17 are native Americans and 14 are naturalized citizens.

Schedules of high-speed South Shore Line trains make it convenient for music lovers in Northern Indiana to attend opera performances. The Garden City Limited, a de luxe train, carrying diner and parlor-observation cars, leaves South Bend at 5 p. m., Michigan City 5:48, Gary 6:22, East Chicago 6:37 and Hammond 6:43, arriving at Randolph street, Chicago, 7:20. A second train leaves Gary at 6:50 p. m., East Chicago 7:05 and Hammond 7:09, arriving at Randolph street 7:45. For those whose business prevents them from taking these two opera trains, a third leaves South Bend at 6 p. m., Michigan City 6:50, Gary 7:25, East Chicago 7:39, and Hammond 7:45, arriving Randolph street 8:25.

Fast Service Home

After the opera, South Shore Line trains provide fast service home. After-theater limiteds to Hammond, East Chicago, Gary, Michigan City and South Bend leave Randolph street, Chicago, at 11:15 p. m., and 12 midnight. Equally convenient service is provided by electrified service for Saturday and Sunday matinee performances.

Your club or other social group may be interested in trips to Chicago to attend these performances.

LINE GIVEN PRAISE FOR GOOD SERVICE

A congratulatory letter expressing Michigan City's appreciation of the fine service rendered by the South Shore Line to its citizens during the past year was received by Charles H. Jones, General Manager, from the Chamber of Commerce.

It follows:

"We welcome this opportunity to express our profound appreciation of the wonderful achievement of your Company, in successfully attaining the highest honors in the electric railway industry, to-wit: 'The Coffin Award, given annually to that railroad which made a distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry,' and, also the speed cup, indicative of the highest honors to the electric railway operating on the fastest elapsed time between terminals.

"Especially, are you to be congratulated and some manifest made of our earnest interest in your successful accomplishment, because of the rarity of an industry, such as yours, succeeding in achieving both of these unusual honors in the space of one year.

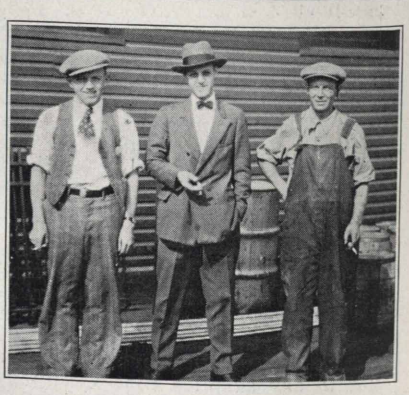
"Surely such an industry warrants the undivided and wholesome support, not only of the people of the city of Michigan City, but also of all communities through which you operate, as magnificent attainments naturally reflect and rebound more or less to the municipalities affected.

"Wishing your worthy enterprise continued success in the electrical world, and assuring you of our continued support in the future, we beg to remain,

"Very respectfully yours,

"Michigan City Chamber of Commerce.
"(Signed) H. R. Misener, President.
"Nate Rosenberg, Executive Manager and Secretary."

East Chicago Presents—



Meet this trio at the East Chicago freight house which is making a big name for itself. From left to right we see J. Lawrence, E. S. Morgan and Ford McLain. You'll find more about them in other columns of the PANTAGRAPH.

THURSDAY FEATURE IS ADDED BY WENR

"Dance Tunes of Day Before Yesterday" is the name of a new feature that is presented Thursday at midnight over WENR, Chicago.

Under the direction of Frank Westphal, the WENR orchestra plays twenty minutes of old-time tunes.

Safety Meetings
December

Freight Station—1:00 P. M., Dec. 2, South Bend Terminal.

Mechanical—2:00 P. M., Dec. 2, South Bend Terminal.

Signal—7:30 A. M., Dec. 3, Michigan City Shops.

Mechanical—11:00 A. M., Dec. 3, Michigan City Shops.

Freight Station—1:00 P. M., Dec. 3, Michigan City.

Bridge and Building—3:45 P. M., Dec. 3, Michigan City Shops.

Electrical—8:00 A. M., Dec. 4, Michigan City Shops.

Mechanical—2:30 P. M., Dec. 4, Gary.

Maintenance of Way—7:00 A. M., Dec. 5, Gary.

Maintenance of Way (Special Car)—8:00 A. M., Dec. 5, Gary to South Bend.

Crossing Flagmen and Gatemen—5:30 P. M., Dec. 5, Gary.

Freight Station—1:00 P. M., Dec. 6, Gary.

Freight Station—2:00 P. M., Dec. 6, East Chicago.

Freight Station—3:00 P. M., Dec. 6, Hammond.

Freight Station—4:30 P. M., Dec. 6, Hegewisch.

Freight Station—6:00 P. M., Dec. 6, Kensington.

Trainmen—8:00 A. M. to 8:00 P. M., Dec. 9, Randolph St.

Mechanical—2:30 P. M., Dec. 9, Randolph St.

Central—1:45 P. M., Dec. 20, General Office.

Gloria Jean

Here's Gloria Jean, four-year-old daughter of Mr. and Mrs. Earl Braginton. That left foot would indicate bashfulness, but what do you make of her smile?

We're All Builders

Isn't it strange that princes and kings
And clowns that caper in sawdust rings
And common folks like you and me
Are builders of eternity?

To each is given a bag of tools,
A shapeless mass and a book of rules;
And each must make ere life is flown,
A stumbling block or a stepping stone.

—Anonymous.

SPEAKERS ADDRESS 10,000 IN OCTOBER

The South Shore Line public speakers' service reached an aggregate audience of 10,000 during October. Civic clubs, parent-teachers' associations and schools in Gary, Michigan City, New Carlisle, East Chicago and LaPorte were addressed and were shown slides and motion pictures.

On October 13, Grade 2A from Harrison school, East Chicago, in charge of Miss Nora Harris, visited the East Chicago ticket office to hear about the work of a railroad ticket agent.

Tell Him Now

If with pleasure you are viewing any work a man is doing,
If you like him or love him, tell him now;
Don't withhold your approbation till the parson makes oration
As he lies with snowy lilies o'er his brow.
For, no matter how you shout it, he won't really care about it;
He won't know how many teardrops you have shed;
If you think some praise is due him, now's the time to slip it to him,
For he cannot read his tombstone when he's dead.

More than fame and more than money is the comment kind and sunny,
And the hearty, warm approval of a friend,
For it gives to life a savor, and it makes you stronger, braver,
And it gives you heart and spirit to the end.
If he earns your praise, bestow it; if you like him, let him know it;
Let the words of true encouragement be said;
Do not wait until life is over and he's underneath the clover,
For he cannot read his tombstone when he's dead.

—Contributed by Stephen Johns, Agent, 41st and Union.

Girls' Masquerade Party

Elsewhere in the columns of this number of the PANTAGRAPH you will read all about the good time had at this Hallowe'en party of the South Shore Line girls. This picture shows the happy crowd as all were waiting impatiently for the camera man to get his work done so they could give attention to the eats. If you don't think it's a hard job to keep a crowd of girls still for several minutes—especially when a groaning board is tempting their appetites—just ask Mr. Camera Man.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

H. E. LANGENDORFF.....Editor

VOL. III NOVEMBER, 1929 No. 11

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

The A. E. R. A.

Our company section of the A. E. R. A. has embarked on a new year of activity and is mapping out a program which will appeal to every employe of the South Shore Line and which will prove of much benefit to all.

The first undertaking is a campaign to increase the membership. To justify the elaborate program which is being planned for the next twelve months, the membership of the organization must be built up and the attendance at meetings must be increased.

The program committee is arranging to have some special feature for each meeting and guarantees an evening crammed with spice and interest once a month.

Those in charge of affairs of Company Section No. 15 are endeavoring to secure loyal interest of all employes in this social organization. A. E. R. A. meetings should be happily anticipated from month to month. No one should feel obligated to attend. Everyone should want to attend without being urged.

The meetings offer wide opportunities to increase sociability and for employes to become better acquainted with their fellow-workers.

As the program for the next twelve months is being outlined, you can't afford not to belong to our company section.

The new officers of our section are aiming to offer something extraordinary and together with the members of the program committee are starting off their terms with a masquerade party planned to surpass all previous affairs of this kind. This first event, they promise, will be but a sample of following meetings.

Trainmen Are Salesmen

Every trainman of this railroad is a salesman who has a highly competitive commodity to offer the traveling public, grown very discriminating in its taste for transportation.

Trainmen of the South Shore Line occupy the same relative position as clerks in a store. They are dealing with the public, offering it the commodity of this railroad—SERVICE.

It should be the aim of all trainmen not only to see that passengers get safe rides to their destinations, but also to exert themselves to give passengers the feeling that contact with the employes of this railroad have been pleasant, or at least not unpleasant.

None of us would continue to patronize a store if the clerks were discourteous and unwilling to wait upon us. Likewise, people don't care to use a transportation service with which they are dissatisfied. Even minor inconveniences and discourtesies, though unintentional, may cause riders to quit using the service. In other cases, though the aggrieved person continue to use the service, such annoyances may destroy the public good will.

Incidental and small courtesies and services offered passengers often create an impression that remains a long time and go a long way to building up good will and in getting future business for this railroad. All discourtesies and inconveniences produce undesired impressions that stay with the r ider a long time and that are hard to overcome. Losses are hard to retrieve, and about the hardest to retrieve are losses of good will.

A friendly public is always a big asset for any business. It pays to please and satisfy a passenger, whether the passenger be a daily commuter or but an occasional rider.

Courtesy is always good business.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

Upon the ground surrounding a hospital for the insane, a man sat fishing in a flower bed. A visitor passing by, wishing to be affable, remarked, "How many have you caught?"
"You're the fifth," was the reply.

! ! !

"How did that fellow get into the boss's private office?"
"He threw a cork over the transom."

! ! !

Young Thing: "At last I am engaged. I wonder how many men will be miserable when I marry."
Catty Friend:; "It all depends on how often you marry."

! ! !

A conductor's love message: "Ticket from me, Mary, I carfare you a lot."

! ! !

Negro Caller at Hospital: "I came to see how mah fren' Joe Brown was gettin' along."
Nurse: "Why, he's getting along fine; he's convalescing now."
Negro: "Well, I'll just sit down and wait till he's through."

! ! !

Chief Engineer: "Are you afraid of early hours?"
Applicant for job: "No, sir. You can't quit too early for me."

! ! !

"Bobby, if your father were busy all day and said he would have to go back to the office at night, what would he be doing?"
"That's what ma would like to know."

! ! !

Any old cat can be the cat's whiskers, but it takes a tom cat to be the cat's paw!

! ! !

A sweet young thing remarks that this thing they call golf is a virulent form of hoof and mouth disease—her boy friend hoofs it all day and mouths about it all night.

! ! !

"Have you ever been in a railway accident?"
"Yes. I once went through a tunnel and kissed the father instead of the daughter."

! ! !

"Let 'em put the picture of anybody they want to on the new $1,000 bills," said a ticket agent, "but what I want to put on them is my hands."

! ! !

"Dad, we learned at school today that the animals have a new fur every winter."
"Be quiet. Your mother is in the next room."

! ! !

An armed soldier accompanies the conductor when collecting fares on Italian railroads. Arguments are said to be rare.

! ! !

"An unfortunate chance prevents my fiance from taking me out in his Rolls-Royce."
"But has your fiance a Rolls-Royce?"
"No, that's the unfortunate chance."

! ! !

Overheard at the Concession Counter

Frank: "Bring me another sandwich, please."
Florence: "Will there be anything else?"
Frank: "Yes, a paper weight—the last sandwich blew away."

! ! !

IDEAS FOR R. R. CROSSING SIGNS

"Come Ahead; You're Unimportant."
"Try Our Trains; They Satisfy."
"Don't Stop; Nobody Will Miss You."
"Take a Chance; a Train Can Hit You Only Once."
"Thousands Get By Safely; You Should Worry."
"It's All Right; There's a Doctor Around the Corner."

—Pub. Utilities Fortnightly.

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Dorothy Bingamon is recovering nicely from her operation for appendicitis.

Lloyd Bantz is back at his desk after his two weeks' vacation with his folks at Naperville, Illinois. He came back looking like he had a rest.

Mabel Farber
Correspondent

Ann Boothroyd was the very last to get back from her vacation spent visiting her sister in Chesterton.

A number of girls from the office made up a theater party on October 8. They saw "The New Moon" playing at the Great Northern. The same party went to South Bend on November 4 and saw "The Nut Farm." "All work and no play makes Jack a dull boy," you know.

R. M. Stewart of the Chicago Aurora and Elgin Railroad and H. O. Connell, our Freight Auditor, will attend the Chicago Claim conference in Buffalo November 13 and 14. The second day of the conference is to be devoted to ways and means of preventing freight overcharge claims.

"Dogs" Bark

Aesop said 2,000 years or so ago "when you dance in big shoes, expect barking dogs." Now guess who this applies to.

They tell me that Beverly Shores is a lovely new sub-division during the daytime, but no place at all to park at night, as the constable comes around at 11 P. M. and shoo's everybody out. How about it, Rose?

Oh! John, why art thou so shy when riding with thy fair maiden? We want the young lady to know that you have lots of other friends and we would like you to know that we all do fully approve of your choice.

Presenting E. H. Utley III

Oh! Did Mr. Utley wear a smile when he entered the office on the morning of November 4? That and the packages under his arm gave the secret away. Edward Harold Utley III was born Sunday, November 3. Mother and babe are doing nicely and dad is as happy as can be. The Utleys have a fine family—four boys and one girl.

Fred Mitchell's chorus again entertained the audience at the last A.E.R.A. meeting. Mr. Mitchell is making fast and furious trips to Hammond or thereabouts. Some say he has a sweetheart over there. True? I don't know.

She's Clever in the Dark

Regina Orlowski is quite a lover of nature we learn. One night not long ago she went to the woods alone to gather leaves for decorations at the Girl's Masquerade party. To her surprise she had better looking leaves than she had gathered in the light of day.

Why is it that Red Behnke has that fatigued appearance on Monday morning?

Did you notice the ruby Joe was wearing on a finger of his left hand? Now I wonder which one—

Page the Derbyists! The Segnitz fascisti is growing. Leo Kirscher is the latest to join the Green Hat ranks.

Work Offers Thrills

Don't you envy the Elliot-Fischer operators when the repair men are working on their machines—and the thrill they get out of those machines? H. O. Connell couldn't get a bit of electricity from the machines except by holding the operator's hands.

When Rose Mentag gets going, the static electricity reminds one of the time Ben Franklin stood in a hut in a storm, flying his kite. Rose insists you do not have to fly a kite to get shocked. Neither does corn.

Brakemen

C. E. Platt
Correspondent

Those judges had to do a lot of calculating and digging amongst statistics to find out that this was the fastest electric railroad in America, but we found it out the first time we tried to get a freight train over the road on Saturday afternoon in the summertime, in between half hour trains and specials.

C. E. Platt
Correspondent

Collector Dimmick was on the sick list for a while but is back on the job again. We are glad to see you back again, Harold.

Motorman Hill, who had an awfully tough battle with blood poison a long time, is also back on the job, and we are glad of it.

One of our under cover men brings in the news of an early morning visitor out on Johnson street in Hammond to find out what was causing the epidemic on that street. Three South Shore men who live there were all sick at the same time.

Our genial trainmaster, Jim Heath, spent his vacation around Catalina Island "hob-nobbing" with Bill Wrigley and his friends. He also spent some time in Hollywood, Calif. Jim reports some wonder scenery from that neighborhood. Glad you enjoyed your trip, Jim!

In commenting on the prize winning endeavors of the South Shore Line, M. D. Anton says, "They ain't seen nothin' yet—wait 'till we get warmed up."

Well, what next? We saw Conductor Ritchie and Motorman Joe DeGraff out in front of their train at East Chicago the other night building a rail out of wood, bricks, slabs of concrete and everything they could get their hands on. "The air mail pilots with their motto 'The mail must go through' haven't anything on us," said the crew, "Ol' 36 must go through." (Note: Poets do not copy.)

Motorman Burley Burns says those automobile drivers in South Bend are such "playful fellows," they just see how interesting they can make life for a motorman.

Inspector Harry McCarthy at South Bend does not like tom cats anymore, for some reason or other. Why, Harry?

Motorman Nye bought a rooster and took it home alive, threw it on the floor and told his wife that the next chicken he brought home would be already dressed. Then he went in the other room and shined his shoes. Did the rooster scratch all the shine off your shoes, or what, Nye?

A man with an axe in his hand, chasing a conductor and a time keeper. The conductor fell down, the man with the axe fell over him and the time keeper ran on and on and on. This is just a memory, but don't feel blue, folks, the conductor and time keeper are still alive and they both look pretty healthy.

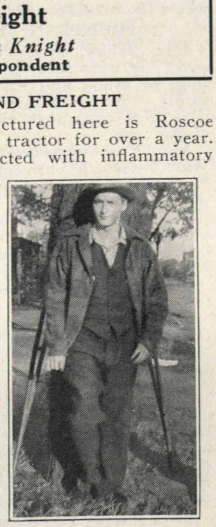
Why, oh why, have they got so many air hoses on these engines, Mr. Berger?

Freight

Evalyn Knight
Correspondent

SOUTH BEND FREIGHT

The young man pictured here is Roscoe Arnold, who drove our tractor for over a year. In April he was afflicted with inflammatory rheumatism and spent several months in the hospital. He is now slowly regaining his strength and vigor, and expects to be able to return to work about Christmas time. You see the ever-present crutches which are necessary to his locomotion resting against the tree.



Roscoe Arnold

Several changes have taken place in the personnel of the warehouse. Chester Beck has been promoted to foreman and John Shires has taken his place as checker. Edward McCaskey is the new trucker.

The freight office has taken on the aspects of a grocery store with all the available shelf-room stocked with cans of corn. Joe looks very well in his white apron handing out groceries.

Tom McCaskey, the new yard clerk, has a new desk and now he is so busy admiring it that he forgets to work.

Evalyn Knight
Correspondent

Does any one of the girls along the Line want a perfectly gorgeous picture of a very good looking young man with which to adorn her dressing table? Well, we have one here at South Bend waiting for some one to claim, and was found in one of the drawers of the aforesaid desk. The handsome young man pictured is not known to us. Girls, we'll sell to the highest bidder.

Mr. Hoover is proudly displaying a brand-new wrist watch, a gift from his girl friend, much to the chagrin of Jimmie Rensberger, who thinks his girl ought to get him one too.

41ST AND UNION ST. STATION

My children, have you ever heard the story of the tired freight agent who took a vacation and met the most beautiful girl in the world? No? Well, park your chewing gum and listen very closely and I'll tell you the oldest story in the world.

Mrs. Stephen Johns

This tired freight agent's name is Stephen Johns and he worked at the busiest spot imaginable, the 41st St. station. Now Mr. Johns was a busy man indeed, so busy in fact, that he had never had time to look around and find the girl of his dreams, so he was very, very lonesome and being very lonesome, he worked all the harder and this is the reason he was so tired.

So about the first week in August, he finally decided to go to Hot Springs, Ark., to rest, "recreate" and enjoy the baths there. He packed his bag and boarded the "Too-Too" and at last reached his destination, which he found to be a little bit of heaven to his tired self. On the second day of his stay, Miss Laura Dills, a school teacher from Jackson, Michigan, appeared on the horizon of his life and then peace and happiness held sway until thirteen days after, when they were married and lived happily ever after, which is where my story ends, just where all good stories should end. South Shore Line folks truly wish them all happiness. You may meet Mrs. Johns in this issue of the "Pantagraph."

Stephen Johns

EAST CHICAGO FREIGHT

East Chicago is really on the map, E. S. Morgan rises to declare. He says that what is lacking in numbers is made up for by activity and we herewith present the "force."

First we'll introduce the man who gets here first in the morning, Ford McLain, who decided that the coloring of the Broadway Limited was passe and anything but modernistic, so he came to the South Shore Line to

ALONG THE SOUTH SHORE LINE

Daddy and Sonny Boy

L. H. Provis, freight agent at Kensington, is shown here with Sonny Boy. Each seems to be well pleased with the other.

show us how to handle our freight. Just watch the artistic way he rolls a barrel on a truck. I'm warning you girls after watching him bill, that he's going after your speed records and the Underwood award is practically his. Yipee! Go to it, Mac, you're a godsend.

Introducing J. Lawrence

It's a toss-up as to the arrival of the next two, so as manly beauty and youthful vigor always leads the field, Station S. S. introduces J. Lawrence, who decided a few months ago that the color of the cars matched his favorite necktie (this is just a guess) and, deeming it rather out of date to learn railroading on a steam road, added his cheery smile to our group and gives the "pur woiking gurls" who pass our office a treat. He keeps in form by daily (sometimes two) trips to Shearson to note the progress of the bullfrogs in the swamp. He says it's really enjoyable since the fall rains have started. We're glad he's with us.

Then there's Morgan, who completes the crew and works on the "First and Fastest" only to obtain dope on how to get more car miles on the toy railroad he's always talking of building for his son. You know how handy these sons are for men with childish pleasures of this kind. Incidentally, I don't believe the man is happy unless trains are moving in his dreams and his idea of heaven is a busy freight office with forty-seven telephones ringing.

Trio Shows Activity

While this crew is small, it will put its production per man up in contrast with any station on the line, just to be sociable, so here's your chance, boys, to show them up.

I'm not mentioning any names, but there is one chap who lives on 67th street, who bemoaned the fact that he could not stop a train at Miller and thereby lost several hours' beauty sleep. Will someone send us your correspondence course on how to signal a train? Thanks.

We have heard of red-blooded men and many other kinds of men, but where, oh where, shall we classify the fellow-worker who went to sleep with one of the modern eighteen-year-old flappers on his lap. And she asked for the seat. You'll find him at Burnham. Don't crowd. Admission 25c, please.

Tell all your friends that there is still a little space on the IHB interchange track for any coal which they can't burn at home, especially if they can spare it in carload lots. What's the matter with the folks at South Bend, Michigan City, and Gary? Let 'er come.

If any of you have a desire to play Santa Claus to get in practice for the holidays, you may deliver a horseless carriage (any kind) down the chimney some of these nights, for it's getting to be a long walk to Shearson these cold rainy days. Don't speak all at once now.

It's hard to believe that East Chicago is not better known after seeing Conductor Hal Farque (how did you say to spell it, Hal?) with his gravel specials running up and down the line the last few months. Well, gravel will be gravel, don't you know, and if you don't know how to tell a gon from a hopper or box car, ask Joe. (That's all right, Joe, we didn't mean anything, honest we didn't).

Mr. Culp, if you can't find room for that extra desk, I wouldn't be surprised if there would be room in the 401 for it and they stop at East Chicago every night.

Oh, and yes, just let it rain, our switch lists are rainproof now. "Sing this to the tone of 'That's My Weakness Now'."

Now, remember, East Chicago Freight is located on the South Shore Railroad in the state of Indiana, just a few miles west of Gary, Ind.

KENSINGTON FREIGHT

We were very much amused the other day when one of our local shippers, the Kensington Steel company, delivered to us via hand truck. We afterwards learned that both of their trucks were out of order and this was a rush shipment. "Where there is a will, there is a way."

One of our checkers (we will keep which one a secret) checked over a box, the only markings on which was "toy blackboard," so a free-astray waybill was made out to East Chicago, Ind., showing the consignee as "Toy Blackboard," which must have got a laugh out of everyone concerned.

You do not have to work in the warehouse to meet with an accident. "Hardluck Dave," our chief clerk, walked out on the platform to verify some markings. Said platform was more or less wet from the elements and Dave stepped on a trailer plat and his feet went out from under him, causing him to take a glorious spill. Funny to everyone except Dave, who got a beautiful sprained wrist. His wife says she is going to keep him in a glass cage.

Anybody know where Effie, our Steno, is? Look in the Tin Can department. A letter addressed to Miss Ettema got over to Sherwin-Williams company in error and when received here was marked "Not here—try in Tin Can department." Effie will have you to know that where tin cans are, she ain't.

MICHIGAN CITY FREIGHT

Our cashier, Hilda Guehn, will be leaving us in the near future. The wedding bells will ring for Hilda and Ed the latter part of next month. We wish them lots of good luck and hope they remember to send the "gang" some of the cake.

Mr. Rose attended the Spanish-American War Veteran's convention at Lafayette, Ind. He reports a great time meeting the "Vets" of '98 again.

Joe Rose says, "To be, or not to be," will it be the Army or Matrimony? He will have to take orders in either case, so we cannot advise him.

Mildred Richter visited Phyllis DePidone at the Mercy hospital at Gary; also was entertained at dinner by Mr. and Mrs. Ahlgrim, of Gary. Mrs. Ahlgrim will be remembered as Miss Jean Schroeder, formerly cashier at the Gary freight office.

GARY FREIGHT

Gary Station seems reluctant to tell us anything about everybody up there, but we do know that Ed Williams, agent, was recently elected treasurer of the A.E.R.A., to succeed Mr. Culp. But then, everybody probably knew that, so it isn't really news to the readers.

Miss Phyllis DePidone, Cashier, was recently off duty for some time, on account of illness. She spent several days in the Mercy hospital in Gary. She is back at work again now and mighty glad to be there. Mrs. Jean Ahlgrim, a former cashier, took her place.

HAMMOND FREIGHT

Hammond station seems to be overcome with modesty. At least, they refuse to let us know just what is doing up there; but somebody told the cashier at South Bend that the "boy friend" of the cashier at Hammond had a new car, or rather a Ford. Perhaps that's the reason Minnie is so quiet, can't think of any other, except that perhaps she is too busy.

NEW CARLISLE FREIGHT

Well, well, well, folks, the two Rip Van Winkles have come to life at New Carlisle. Understand that they have been thought missing for some time. This is not the truth, for they have been very busy boys.

C. R. Moyer, Agent, has been in very deep thought lately, but what he is studying about is not known, and Mr. Bleasdale has been too busy to give the editor any news. Don't expect too much from the two quiet boys at New Carlisle.

Mr. Moyer would like to know why the boys at South Bend freight seem to "pick" on his Ford all the time when there are other cars parked there too. Tire troubles seem to be a daily annoyance and he is only waiting to catch the person who is letting the air out of the tires. So better watch out, boys, for you can't tell what the little Dutchman will do once he gets started.

Now, in the future don't expect too much from the agent at New Carlisle, for he has not much to say at any time.

Note: We're more glad than we can say to hear from New Carlisle and can't resist calling your attention to the fact that the news appeared in the Freight Column instead of the Ticket Agent's Column. Methinks that Mr. Kahl will be a little short on items from New Carlisle this month.

General Offices

M. J. Naughton
Correspondent

GIRLS' HALLOWE'EN PARTY

Oh boys, but you sure missed one of the very best hallowe'en parties ever given in this neck of the woods. Tuesday night, October 29, and the trainmen's room in the Michigan

He's Grown Up Now

The wee tot on mother's knee is said to be H. A. Chouinard, now assistant freight agent at South Bend. A present-day likeness is promised for a future issue.

ALONG THE SOUTH SHORE LINE

City Terminal was a gorgeous scene, with its autumn leaves and flowers, its streaming decorations of yellow and black, with the walls artistically decorated with goblins, witches, cats and all the other hallowe'en favorites. The chandeliers shedding a mellow glow through their orange decorations.

M. J. Naughton
Correspondent

And the EATS—oh, uh, uh, but they were good—delicious, appetizing and most stomach - satisfying. The table a true work of art with its yellow tablecloth with its hallowe'en decorations, the golden candlesticks with their tall deep yellow tapers, and the centerpiece of tall yellow and black cats (oh, no mum, not real cats, just paper cats). The capable committee who had charge of this party was headed by Esther Peters and consisted of Mrs. Mabel Farber, Rue Marie Vanouse and Regina Orlowski. They had worked for several days on the decorations and are surely entitled to the highest praise for their artistic efforts.

Twenty-three of the South Shore girls, with Mrs. Charles Ludden as their patroness, and their guests including Mrs. Charles H. Jones, Mrs. James K. Gray, Mrs. M. M. Lloyd, Mrs. W. A. Underwood and her guest, Mrs. Luscher of Wheeling, W. Va., were all in gay masquerade attire, and on entering the darkened hall (except for the eerie pumpkin lights in the window) were greeted with a cold, clammy handshake by a white robed figure with a death mask, and many were the squeals of "ohs" and "ahs" as they tried to pull away from her. And now, just whom do you think this was? Why, none other than gentle Regina of Elliott-Fisher fame.

Attractive Costumes Worn

The costuming was very clever and original. The grand march was just one howl of laughter after another as the grotesque figures marched and countermarched before the judges—with the prize for the best costume going to Mrs. Wallace Lloyd. Our own Loretta, who spake nary a word, and who was quaintly costumed in a long black silk skirt, measuring seven and a half yards around the bottom, white puffed sleeve shirtwaist vintage of 1900, four stiff starched white petticoats, and a hat with feathers all sticking up and the flowers the color of the rainbow. She was awarded a beautiful necklace.

Mrs. Lloyd Has 'Em Guessing

And no one could guess the clever little lady in an old fashioned dress, with a false face all akimbo, and who kept her silence. She fooled everyone as to her identity—and when unmasked, great was the laughter to discover it was Mrs. M. M. Lloyd, who naively remarked: "Mr. Lloyd told me that if I did not talk no one would ever guess who I was." (My word, but haven't the Lloyd men got their respective wives under wonderful control?)

Who would ever have known Martha Bartels, the kleine Dutch grossmudder, with her huge puffed sleeves, long trailing skirts, old fashioned hat, half-gloves, and long old fashioned gold earrings? But whoever said that "clothes makes the man or woman" stands to be corrected, for when Martha removed her mask, many were the compliments heard and every one said "what a pretty little Dutch girl she makes."

Pair Picked for Ziegfeld

And Esther and Mitz with their gay gypsy costumes (and Mitz accused of robbing the 5 and 10c store to get her wonderful display of "hardware")—and did you hear the latest about them? JKG, the official representative of Ziegfeld, who was admitted to the hall at the close of the evening, has picked them for the next Ziegfeld Chorus.

And tall Margaretha Behnke made the most adorable man in her striped trousers, black frock coat, and silk plug hat, and proved a wonderful dancing partner. And Jiggs himself was there—stole a night off from Maggie who was nowhere in evidence with her rolling pin—such a clever impersonation, and now come on guess who 'twas? Mabel Farber, and she tells us that she did all her blushing behind her mask.

Little Dutch Girl There

Smiling along comes the quaintest, sweetest little Holland Dutch girl one could ever hope to see. Short black dress, full white gathered apron, and the queer little white bonnet worn by the Hollander women—she sure was a feast for the eyes. And who is the timidly stepping little maiden in her queer brown and yellow hallowe'en costume with black cats sown all over her dress—she is sure the spirit of the Hallowe'en season—oh look its Dorothy Sprencel.

And had the men's Bowling Team been admitted they would have agreed with Evelyn's husband that "she looked too divine for words in a pair of pink rompers"—boys you certainly missed seeing one cute little girl. And who is the slender lady with the 16-inch waist, with the long trailing skirts and big hat?—looked as though she had come from one of the famous "church quilting bees"—wonderful impersonation by Frances Martin, whom we will admit is clever in more ways than one.

See the Bowery Toughs

Hah, hah, hah, just look at the couple of Bowery toughs—now who can that be, as round and round the hall they marched? Well, if that isn't Mrs. Jones with the boss' pants and shirt and coat, and where did she get the littie pimple of a hat and the funny nose and mustache—and don't you want to roar when you think of Mrs. Gray in that tight dress with the old fashioned Grecian bend? They were a scream.

And along comes Eliza with her rheumatiz, a nice colored mammy, and her young escort—wonder who they are? Why its Mrs. Underwood and her guest, Mrs. Luscher, who entered into the gayiety of the evening as though she were one of the crowd. And who is the cute little gypsy in blue, and why doesn't she play the tambourine? Don't you know who that is? Another Evelyn, only this one happens to be Evelyn Buehler.

Fortunes Told

And isn't Rue Vanouse too clever for words in her Spanish make-up. And such a wonderful fortune teller—say, girls, where did she hear all the stuff she told us? "My word but she told me something that no one knew but myself"—sorter psychic, is she not? And who is the dirty automobile mechanic in the overalls, who keeps dropping that monkey-wrench? Don't you know? Why that's Kelly. What makes her drop that money-wrench? This is her "birthday," celebrating her twenty-third anniversary—well, Kelly dear, here's hoping you have many more of 'em.

Devil Appears

And gracious me, I'm most afraid—who is that black devil—search me? Well just look if that isn't Mary Phillips and how cleverly she enacted the role of the old demon—but no wonder Mary got sick at supper—too good a girl to play the part of the "old devil himself." And just look who we have with us from the Latin Quarter—just arrived from Paris—the little French Piorette, all in white, fluffy skirts and ruches—well if it isn't Audrey Melson.

And what is the matter with Angeline and Ruby that they did not mask? Had dates, which they could not break, in the earlier part of the evening.

Girls Get the Shivers

And now for the real fun. We are all seated on the floor in the darkened hall, and a voice from the gloom tells us that the remains of one poor John Smith who was killed in an automobile accident will be passed around—and oh the screams and the howls as we were handed his brains, his teeth, his liver and his heart. Lights on and clever guessing games and awards and the winners were: Mrs. Charles F. Ludden, who guessed within three the number of jelly beans in a jar, and received a beautiful wall pocket with a bunch of sweet peas; Audrey Melson received a handsome bridge score pad for a perfect guess of the abbreviation of states; Loretta Lloyd carried off a second prize, three hot pot holders, for making the best drawing in the dark of an owl; and Helen Margraff received a silk handkerchief case for naming the parts of the body as applicable to other objects.

Clown Also Present

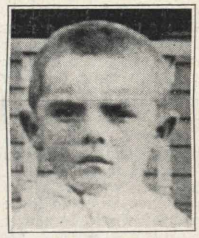
And if I have missed any one I am sorry—of course no circus and no masquerade party would be complete unless it had its clown so there was a black and white clown at this party—identity unknown. The South Shore Girls have had many enjoyable parties, but it was the unanimous verdict that this was the cleverest and best party of them all—and a rising vote of thanks to the committee who put it across.

Gracious, but I am glad there was a bumper crop of pumpkins this year. For if there is one pie we all love it's a real nice spiced home baked pumpkin pie. Here's hoping that prohibition will never take from us the enjoyment of good pumpkin pies!

Norman Zeese

We all know the young gentleman who looks at us from the side. It's our intelligent office boy, Norman Zeese, who has improved more than the required one hundred percent during his first year with the company. Norman says if any one wants a sure cure for bashfulness, just try working with the South Shore office crowd for a week. Well, Norm, we'll let it go at that for we all like you very much.

My, but doesn't it make you feel proud to know that you are working for a railroad that has been proclaimed to the whole United States as having contributed the greatest achievement to the electric railway industry and which is rated to be the fastest electrically operated railroad? We surely were able to "bring home the bacon."



Who is the cute little baby pictured herewith? It's an old timer, sure. We see him every day. He knows every one connected with the road. Has made many friends—for truly may it be said of him that "in joy or sorrow, in weal or woe" he is a friend to any one. Is married, makes a lot of mileage each day, and always shows up smiling for the day's work. We will give a ticket admitting three to the next AERA party for the first one guessing his identity.

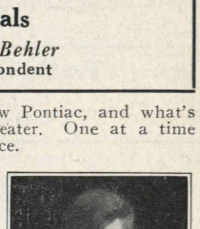
As the Pantagraph goes to press comes the glad news that there is a little Edward Utley who arrived on Sunday, November 3. We all extend heartiest congratulations and wish Mr. and Mrs. E. H. Utley, Jr., much joy and happiness with the young son.

Signals

Evelyn Behler
Correspondent

Jack Meisel, has a new Pontiac, and what's more it is only a two-seater. One at a time girls, don't all run at once.

Little James Martin Duclos, son of Mr. and Mrs. R. W. Duclos, celebrated his second birthday with a party. One of his small friends told me he enjoyed himself very much and that cake and ice cream were served.



Evelyn Behler
Correspondent

Detector bars at Burnham tower recently have been taken off and replaced by detector locking. This gives detector protection clear through the interlocking plant, while before protection there was only 58 feet ahead of each derail. State Line and Drawbridge now have this same protection.

A recent installation has been made at the Drawbridge, Burnham tower, and State Line tower. To facilitate home signal movements of train in case green light is burnt out, a re-

ALONG THE SOUTH SHORE LINE

lay has been placed in the signal so that yellow will come on. This allows the train to go through without a stop.

Buddy, Mr. Smith's four-year old son was out duck hunting and asked his father if he could shoot one of them with his air rifle. There is nothing like trying.

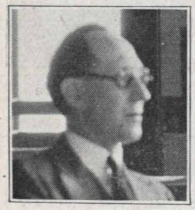
Mr. and Mrs. Smith enjoyed the musical comedy "Fioretta" which is now being given at the Erlanger theater in Chicago.

Miss Behler, new correspondent, will see the musical comedy "Paris," starring Irene Bordoni.

South Bend Terminal

C. W. Veach
Correspondent

Mr. and Mrs. F. A. Steffaniak celebrated their thirteenth wedding anniversary Friday, October 25. Frank tells that every thing went fine, even if it was their thirteenth and on Friday.



Mr. Veach
Correspondent

E. N. Kaser, chief clerk, South Bend Traffic, is ill and confined to his home. Our good thoughts are with you, Mr. Kaser.

P. M. Dabbert, ticket agent, is on the job every minute when selling tickets to Chicago on account of the Notre Dame football games there.

Edw. D. Luckey, train announcer at South Bend passenger station, does not only call trains but is a member of the South Bend Harmony Four Quartette. Ed is the basso singer and from the fine bass voice he has, his quartette must be a dandy. Ed says that he is at your service.

What Is an Inspector's Helper?

Howard Onderdonk, Richard Snider and Chester Calahan are employed at South Bend Terminal as inspector's helpers. Bill Granham, car washer, a new man, wanted to know first, just what an inspector's job was or what kind of work does a man do to be called an inspector. Hershel Wood defines the job as one who goes with a hammer alongside of the train when it arrives at the terminal and taps on the wheels and by the sound thereof is able to discover any defect.

"Well," says Bill, "What then is the duty of the inspector's helper?" Mr. Tillotson, who is an inspector, defines an inspector's helper as one that goes along with the inspector to help him listen. This definition of an inspector and an inspector's helper may be true at some places; however, at our South Bend terminal the boys sure do more work than listening, as the cars leaving here are always clean and ready to go.

Traffic Department

C. L. Binger
Correspondent

C. L. Binger
Correspondent

Then there was the dumb dodo who thought Stock Exchange was the transfer of unconstitutional beverage.

Daisy Crabb has been reading up on "Who's Who" in "Racing Form."

We know now why the recent avalanche of the Stock Market. Clarissa Ely turned her desk around in order to avoid the possible falling of a lamp globe. This causes her to sit with her back to Roy McIntosh. When two Scotch people get so close together there's bound to be an economical change.

As far as news is concerned, the Traffic Department is rather in a coma. Thought we might have some pictures this week, but none developed.

Will the wives of our members please mail short biographies of their husbands, giving details as to whether or not he snores, is he usually good natured when he gets up in the morning, does he like spinach, or something to help "pep" up this corner. All correspondence will be treated confidentially.

Ticket Agents

Art Kahl
Correspondent

Agent Sorter says he feels much better now that he gets his beauty sleep on Sunday mornings. I might explain that Charlie has been doubling at the Randolph Street office all through the summer months in order that the nature lovers might get transportation and be on their way to the Dunes on time Sunday mornings.

Tom Goodrick, sheriff of St. Joe county, Indiana, was a caller at the Randolph Street office on October 2, shaking hands with Agent Haley who was his running mate in train service on the old South Shore Line years ago.

Art Kahl
Correspondent

Dan Haley informs us that his mother recently suffered the amputation of her right arm at the elbow. At present, however, she is doing well in spite of her age, which is seventy-five years.

Miss Ida Becker, the genial ICRR ticket agent who has been selling South Shore Line tickets between midnight and morning, has been transferred to other duties. We wish her success.

Fred Co'e is wondering whether or not the ticket agents along the line are to be treated to a personal inspection trip of the airways, now that we are handling this kind of transportation. Mebbe so—we all took a ride over the motor coach route, didn't we?

Louis Keefer recently spent a week's vacation down home in Huntington, Indiana, and reports a swell time. He talked about a quiet home wedding and that kind of stuff and then said he was only joking. That tell-tale smile all the while indicated there might be a mouse in the wood pile somewhere. He bears watching, mates.

Well, folks, Rip Van Winkle has come to life after sleeping twenty years. No, not the kind of Rip Van Winkle you're thinking of, but rather hard workers are Chet Moyer and Frank Bleasdale except that no one seems to know it but themselves. Chet says the passenger business is rather dull but doesn't know half of it. Frank has a different idea about it and why not. He sells all the fair damsels who travel only at night which, of course, is the reason.

Howa sia Irsa Rthuraa, Nightka foa heta Oundra Eadsha? Uickqa Atsonwa ithwa heta ncyclopediaea.

Messrs. McNulty and Wilgus have been initiated into the duties of ticket agents. McNulty holds down the heavy end at South Bend while Wilgus is so ambitious that we had to give him the swing job and he now holds down two offices. Welcome men — the more the merrier.

Have you noticed the pavement in Chicago avenue in the City of East Chicago? Sorta dressing up the old town. Steve says the baggage wagon slides better on cement than it does on brick, anyhow.

Mr. and Mrs. W. H. Lyons have just returned from a week's sojourn in the state of Kansas and report a very pleasant trip. W. H. L. says it was a splendid way of celebrating their wedding anniversary.

Have you heard about the fellow that started on an endurance run from his home to South Bend but who forgot to make a contact at the filing station and when the tank went dry had to hoof it to town from out St. Mary's way? Just what he did. Ask Chet.

We hear that friend McKesson, the bantam agent at East Chicago, has a coupla valuable ducats to the Notre Dame-Southern California game on November 16. Don't know who the lucky girl is, but they say she is a decided blonde. S'funny, how some guys have all the luck.

Dame Rumor has it that Willard B. Singleman is contemplating matrimony. Who is she Willard, and when is it going to happen?

Agent Downey is becoming so attached to the station at Hegewisch that he doesn't believe he would care to move now. Can't be the station—surely, must be somebody there.

Lester Johnson has moved his residence to Hammond where he can be closer to the job. The benches at Hammond get too hard and he thought he would rather sleep in a real bed for a change.

Marshall Kambs was furloughed for one day, October 25, to attend to some heavy business. The boy is getting up in the world, from all indications.

Back in the Days of 1915

Neil McAlpine submits this picture of a shop group of 14 years ago. Standing, left to right, we see Gust Grieger, Herbert Beltz, Fred Meer, John DeVeau, "Red" Harper, J. Wheeler Chalk and Otto Meer. Sitting are Ed Moore, John Schultz and Neil McAlpine, the senior man in the Shop Department. Six of the group are still with the railroad.

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PANTAGRAPH

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SANTA TO VISIT LINE DECEMBER 20

HUDSON LAKE CASINO AGAIN TO BE SCENE OF CHRISTMAS PARTY

Children Will Occupy Spotlight at Yuletide Festivities; Prizes Offered

Somebody is going to get a Christmas turkey for nothing by attending the annual Christmas party sponsored by Company Section Number 15 of the A. E. R. A., to be held at the Hudson Lake Casino on Friday, December 20. Festivities will start at 8:30 p. m.

All employes are urged to bring their children to this party which is planned especially for the young folk. Santa Claus will be there to greet them and to see that each is given a generous supply of sweets and toys.

Letters have been sent to all employes, asking them to notify Santa Claus by returning a convenient letter how many children want him to bring them gifts. This should be done as requested, without delay. The program for the evening is so planned to offer maximum entertainment for the children. Each child whose name is sent in will be provided with a card which will be exchangeable for Christmas presents. This plan has been adopted to make sure that every child will be taken care of and to make the distribution fair.

Gifts Reserved for the Sick

If any children are ill and will be unable to attend, their parents are asked to notify by writing or by phoning the secretary (Miss Frances Martin, at the General Office) before the party. She will get presents from Santa Claus and will deliver them to the employe to take home. This is a new feature adopted by the program committee this year.

Mr. Turkey, a large, well fed bird, will be the attendance prize. Remember, you can't win your Christmas dinner by staying at home.

There will be a Christmas tree, stunts for the children, whoopie favors and candy, and dancing for adults.

Special Train to Run

A special train will leave the Michigan City station at 7:26 p. m., arriving at Hudson Lake at 7:53. All Michigan City employes should take this train. Employes at Chicago, Kensington, Hegewisch, Hammond, East Chicago,

(Continued on Page 2, Column 3)

Hefty Youngster

Meet James Gordon Black, age 11 months, son of Gordon Black of New Carlisle. Judging by this good-looking little fellow, there's a very promising younger generation on the eastern end of the line.

BASKET BALL TEAM PLAYING IN LEAGUE

The South Shore Line basket ball team opened its league season Monday night, December 9, playing Pullman. It lost a fast game 30 to 24, after dropping its two practice games in the previous week. The Hayes team won the first game 19 to 15 and the I. B. T. Bellhops won the second 23 to 17.

The squad is composed of Kenneth Kimmel, manager Earl Atkins, Joe Connelly, L. Craig, E. M. Dabbert, Harold Flory, George Haller, Otto Kienitz, L. Laskoske, Bernard Russell and Norman Zeese.

The team is entered in the Industrial Basket Ball league of Michigan City. Other teams in the league are Pullman, Hayes, Sullivan, Y. M. C. A. and Dunham-Bell. Games are played in the Y. M. C. A. gym every Monday night, beginning at 7:30. The season lasts 15 weeks.

South Shore Line employes are urged to bring their families and friends to the games. Season tickets are being sold by all members of the squad. Forty-five games with lots of action can be seen for $1.

NEW SOUTH BEND FREIGHT TERMINAL SITE IS ACQUIRED

Plans Are Made to Discontinue Tractor-Trailer Hauls Over Streets

The acquisition of the eleven and one-half acre tract of land of the South Bend Chilled Plow company by the South Shore Line for a new freight terminal, as a step in the plan to eliminate freight traffic over city streets, was announced recently by Charles H. Jones, General Manager.

The property lies between Washington street, Circle avenue, the New York Central Railroad and extends to a point 150 feet east of Grant street. It was purchased in the name of the Indiana Industrial Land company from the American Trust company, trustee for the South Bend Chilled Plow company.

The acquisition and development of this property will enable the South Shore Line to offer shippers prompter and more convenient service, will eliminate the movement of freight over South Bend streets and will open up highly desirable sites for industries.

Plans Being Drawn Up

The South Shore Line will develop the site as a freight terminal and industrial site with inbound and outbound freight tracks and houses. Detailed plans for the installation of trackage and the reconditioning and construction of buildings on the property are being drawn up.

When the new terminal is completed, the South Shore Line will abandon its present freight terminal on LaSalle street, east of Sycamore street and will discontinue the present method of handling LCL freight in tractor-trailers over South Bend streets from the old freight house at Orange and Olive streets to LaSalle and Sycamore streets.

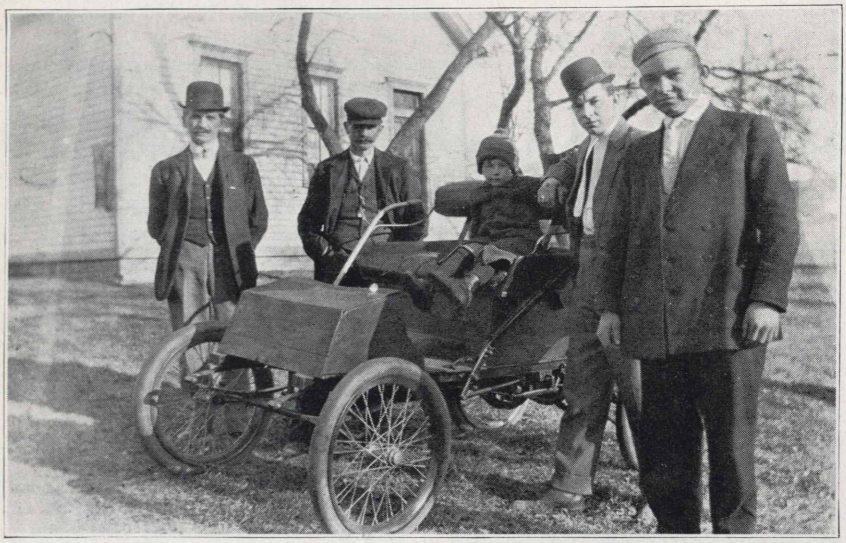
Reconditioning Planned

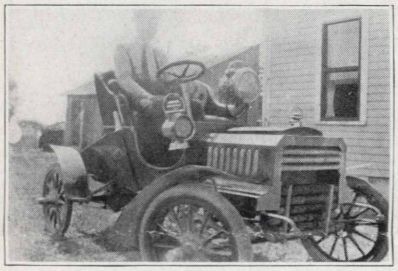
The South Shore Line contemplates petitioning the city of South Bend for a franchise to install a track in Merry street from Orange street to its new property, to connect with its main line tracks.

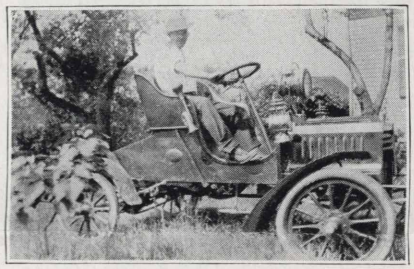
All present buildings are to be reconditioned and made suitable for the

(Continued on Page 3, Col. 1)

Going Places Yesterday







The start of a perfect trip—we hope. Automobiling in those days was fascinating adventure. You never knew whether you were coming home that night or not, yet all in the group look like they were willing to take the chance. Left to right are Messrs. Dittmer, uncle and father of Carl, Carl himself (in the car), who is now an Electrician in the shop, Edward Schultz, the B and E man from "Meer" station, and Fred Meer—just can't seem to keep him out of the picture.

King for a day! At the lower left we see one of the Meer boys. Fred, by the way, is now Machinist-welder in the Mechanical Department. The auto is a single-cylinder Cadillac and was the "latest model" of that period.

The distinguished gentleman at the lower right is John Schultz, Machinist Foreman. This, no doubt, accounts for John's "knowing his machinery," as we believe he got enough experience on these cars.

In the electric car field just as great strides have been made in car design and construction. Let's see some old time electric car pictures.

Above pictures furnished by Edward Schultz, Carpenter at the shops.

RALPH PARKHOUSE IS TAKEN BY DEATH

Ralph Parkhouse, 47, Assistant Foreman of Section Three, Maintenance of Way Department, met death on Friday, November 15, in a speeder accident near Smith station. He had been with the railroad for the past three years.

He is survived by his widow, Mrs. Louise T. Parkhouse, and eight children. Two sons, Wilber and Harold, are employed by the Maintenance of Way Department.

Mr. Parkhouse was a congenial worker and pleasant associate, and his death brought sorrow to his friends and fellow workers on the South Shore Line.

TRAINS NOW OPERATE FROM NEW TERMINAL

All South Shore Line trains are now using the new station on the lower level of the Randolph street I. C. suburban station, Chicago, instead of the No. 1 track of the old station.

The entrance to the new station is at the east end of the Michigan avenue subway, on the north side. A covered passageway extends from the subway exit to the station and a canopy extends over the entire length of the lower platform.

The removal to the lower level is necessitated by the construction of a complete new suburban terminal at Randolph street by the Illinois Central Railroad company.

CHRISTMAS PARTY TO BE DECEMBER 20

(Continued from Page 1, Col. 1)

Gary and intermediate points west of Michigan City should take train No. 31, leaving Randolph street, Chicago, at 6:00 p. m., Kensington 6:22, Hammond 6:32, East Chicago 6:38, Calumet 6:44 and Gary 6:54, and arriving at Hudson Lake at 7:53.

South Bend and New Carlisle employes should take train No. 34, leaving South Bend at 7:00 p. m. and New Carlisle at 7:21 and arriving at Hudson Lake at 7:23.

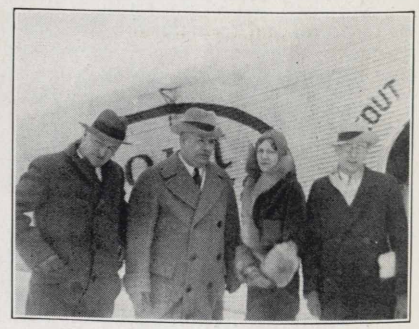
All westbound trains after 7:23 p. m. and eastbound trains after 7:53 p. m. will stop at Hudson Lake to discharge or pick up employes going to or coming from the party.

In returning from the party, the special train will leave Hudson Lake at 11:00 p. m., arriving at Michigan City at 11:25.

Only enthusiastic approval was heard about the Masquerade party held at the Michigan City Community House on November 22.

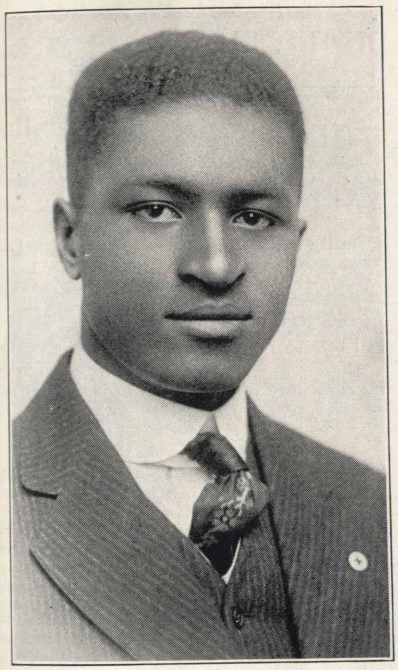
Mrs. O. D. Fay was awarded the first ladies' prize, a 21-piece tea set, as the best dressed woman, and Mrs. Fred Parker took second prize, a Little Ben illuminated dresser alarm clock, for the most comical costume; Russell Kill took the first men's prize, a smoking stand, as the best dressed man, and M. M. Lloyd took second prize, a billfold, for the most comical costume; Marion Kubsch was awarded a pair of roller skates for the girls' first prize and her brother, Howard, who was dressed as a girl, also got a pair of skates as second prize; George Gensch, Jr., got a football as first boys' prize and James Jones got an erector set for second prize. Mrs. Laura Stephenson drew the $2.50 cash attendance prize.

Not So Bad As It Looks



The South Shore Line-Stout Air Lines rail-air hookup from South Bend to Detroit and Cleveland, announced Saturday, November 30, was officially inaugurated on Monday, December 2. Here we see A. W. Oberfell, General Freight Agent, J. K. Gray, General Superintendent, Mrs. John Weatherald and H. E. Langendorff, Assistant Publicity Director, alongside "Miss South Shore" just before taking off. The drawn facial expressions of the men were caused by the cold wind, not by any trepidation.

Al Haynes



You see Alfred L. Haynes every day on parlor car trains between South Bend and Chicago. Al has been with the South Shore Line since February 4, 1927. He lives in South Bend and is the father of two children, ages seven and ten.

LINE PURCHASES SITE FOR FREIGHT TERMINAL

(Continued from Page 1, Col. 3)

use of industrial tenants. The property is to be provided with adequate and suitable team tracks and two large warehouses are to be reconditioned for use as inbound and outbound freight houses.

Interchange Extended

Another recent project is the extension of the interchange tracks at Goff Junction, Gary, with the Elgin, Joliet and Eastern Railway company. The present capacity of that interchange is 28 cars and when the extension is completed the capacity will be increased to 81 cars. Work on this project is now 80 per cent completed and will be ready for service as soon as the overhead structure is installed.

Yards Being Enlarged

Growth in freight business also has necessitated enlarging the freight yard at Burnham, Ill. At the present time the yard has a capacity of 110 cars on two tracks. When the added trackage is installed, the yard capacity will be 550 cars. The project includes installation of two new main line tracks on the north side, the use of the present main line tracks for freight service and the addition of a fifth freight track. The yard is used for the classification of empty cars, to facilitates delivery and movement. Work on this project is now 50 per cent completed.

Appreciations

Chicago, Ill.
Oct. 31, 1929.

Charles H. Jones, Gen. Mgr.,
Chicago South Shore & South Bend Railroad.

Dear Sir:

For the past three months I have been living on a farm at Baileytown and commuting daily. Mrs. Melton makes frequent trips to East Chicago and usually rides the train that passes through Baileytown at 7:47 A. M. More often than not she carries in baskets of vegetables for friends. She has decided that the conductor on that train is one of the finest men she knows. He never fails to help her on the train with her packages, and off again at the other end of the line.

That was not all the polite things this conductor did for Mrs. Melton. As I said, we lived near Baileytown for three months and I frequently heard about what a fine man he was. One time she asked him whether she would have time to stop at Gary and buy a paper. He assured her that she would, but a few minutes later he came through the train and gave her a paper, saying that it was raining and too cold to get off the train.

You know how the trains come round the bend just before they reach Baileytown going east? Quite often the motorman is unable to stop his train until it has gone some distance past the station. When this happens the passengers waiting usually run down the track after the train and swear at the motorman or the railroad, according to their dispositions. One morning this same train went past Mrs. Melton. She ran after it and the conductor helped her aboard in his usual way. A week later she went in again to Chicago. When the train stopped at Gary for the fast train to pass it, the motorman came through the train, found Mrs. Melton and apologized for passing her up the week before. He gave her a newspaper too. I am quite sure there is something about this crew that other trainmen do not have.

Very truly yours,
(Signed) P. W. MELTON.

PIN TEAM PUSHES INTO THIRD PLACE

Three straight games won from Weil-McLean Tuesday night, December 3, put the South Shore Line bowlers into third place in the Michigan City Industrial league. On the following Tuesday, the team took three games from Blocksom.

The team is composed of: Gensch, captain; Rank, Boller, Mallon, Schollenberg, Timm, C. Krueger and Pipher.

Although the team took two out of three games bowled with the Gary Railways team on Saturday, December 7, it lost the series on total points. The South Shore Line boys dropped the first game 962 to 810 and won the second 871 to 841 and the third 815 to 808.

SKI MEET TO BE HELD SUNDAY, JANUARY 12

The outstanding winter event along the South Shore Line, the Third International Ski Tournament at Ogden Dunes, Wickliffe station, will be held Sunday, January 12, under the auspices of the Ogden Dunes Ski club. The first rider will speed down the 240-foot slide at 1:30 p. m.

Famous riders will vie for honors at this winter classic and new records are expected to be established.

They Make Riding Smooth

Here we introduce to you the men on Section Seven. Left to right are Sebe DeHaan, Foreman; W. Silva, Raymond Cruz, John Gutierrez and B. Nunez, with Al Keeler, Assistant Roadmaster.

neg. # 3492A

THE PANTAGRAPH

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EDITORIAL OFFICE:
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H. E. LANGENDORFF.....Editor

VOL. III DECEMBER, 1929 No. 12

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Small Stockholder Is Secure

"The stock market may have affected the volume of our personal wealth for the moment, but it has not affected the volume of our business," recently declared Samuel Insull, Chairman of the Board of Directors of the South Shore Line. "If the volume of business keeps up, conservative values of securities must come back. They always have in the past."

Reports of many representative large corporations not only support Mr. Insull's statement on the value of securities, but show that the small stockholder has survived a period of deflation and is well intrenched. Many corporations have shown tremendous gains in the number of stockholders since the stock market break.

It is general belief that the small stockholder suffers in periods of depression, but the small stockholder has always managed to survive and finish up stronger than ever.

A survey by **Printers' Ink**, of stockholders listed by many leading corporations on September 20 and November 8, reveals that these corporations have shown an average of 35 per cent increase in stockholders. Thus business finds itself with more owners than ever before.

A canvass of odd-lot brokerage houses showed that during the worst days of the break, the percentage of buying orders was 75 per cent and of selling orders 25 per cent, thus bearing out the belief that it was the large stockholder who suffered most and the small stockholder who benefited.

Among reasons listed for this condition is that high prices for certain securities kept them outside the reach of the small investor and thus forced his money into conservative investments.

Make It Merry

Most of our annual festivals have acquired some sort of descriptive adjective, indicative of the proper state of mind for each particular occasion. We speak of a "Joyous" Easter, a "Happy" birthday, a "Happy" new year, and almost invariably a "Merry" Christmas.

Men have found occasions for merriment ever since the world began. Merriment is mentioned in some of the earliest chapters of Genesis, and the word merry has been married to Christmas for many centuries.

Webster defines "merry" as that which is productive of pleasure, delight, happiness, laughter, mirth, jollity, good-humor, and good cheer. This sounds like the ingredients of an old-fashioned Christmas pudding, with a sprig of holly on top.

Christmas is made merry by gathering groups of family and friends for feasting and fun, but in a larger sense it is made merry by sending Christmas cards, gifts and remembrances, reminding those who are out of sight and hearing that they are not forgotten.—Peoples Gas Club News.

Regular Pay Envelopes

Public utility employes in the United States are at least on a par with employes of other industries in scale of wages and in addition have the advantage of continuity of employment, the National Industrial Conference board, New York, reports after an exhaustive study.

Fluctuations of business have comparatively little effect upon the operation of public utilities, the conference board finds, and for this reason their employes have regular employment and a wage that remains more constant than that paid by most industries.

Public utilities in the United States, exclusive of steam railroads and telegraph companies, have about 1,000,000 employes whose wages can be counted on both by the employes and by business in their communities.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"I wonder whether you could tell me where I could get a drink?"

"Sir, I am only a conductor. You are the fourth man to mistake me for a policeman this morning."

! ! !

On the parlor car going to the Southern California game:

Student—"Say, conductor, do you know where the coach is?"

Louis K.—"Sure it's the car ahead."

! ! !

Dapper Frank comes to the office, feeling very nifty in a new brown suit, and does his usual strut. Boss looks at him and says: "Did they give you a whistle with that suit?"

! ! !

Miss Ann Styler, secretary to E. Frank Gardiner, Publicity Director, contributes this one:

A nice old lady entered the haberdasher's and approached the necktie counter.

"My boy works for the South Shore, and I want to buy him a birthday present," she explained. "Something appropriate. Do you have anything in railroad ties?"

! ! !

A cannibal, when asked if he knew anything about religion, replied that he'd had a little taste of it when the last missionary was there.

! ! !

I asked my girl if she would wed
And this is what she said:
"Go to father."
Now she knew that I knew
Her father was dead,
And she knew that I knew
The life that he led.
And she knew that I knew
What she meant when she said:
"Go to father."

! ! !

Visitor: "How old are you, Jimmy."

Jimmy: "I'm just at the awkward age."

Visitor: "What do you call the awkward age?"

Jimmy: "I'm too old to cry and too young to swear."

! ! !

It was a motorist who looked at a street in Venice and asked, "How many gallons to the mile?"

! ! !

Lot's wife looked back and turned into a pillar of salt, and nowadays lots of wives do the same thing and turn into a ditch.

! ! !

"Did you enjoy your stay at the hospital?"

"No. It cost me $40 a week to watch the doctor kiss the pretty nurse, and I could see the same thing in the movies for thirty cents."

! ! !

They say that Scotchmen prefer blondes because the overhead is light.

! ! !

THIS and THAT—By Hod

Just because a "rolling stone gathers no moss" is no sign that you should be a "bump on a log."

! ! !

In London they were discussing advertising. "Great stuff, those electric signs on Broadway," said a Yankee. "They've got one advertisement that runs a whole block and has 250,000 electric bulbs."

"How many?" cried an astonished Londoner.

"Two hundred and fifty thousand," replied the Yankee.

"But, I say, old chap," observed the Londoner, "isn't that a bit conspicuous?"

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Erna Rudolph is back to work after having had an attack of the grippe.

Dorothy Bingamon has made a rapid recovery from her operation for appendicitis. Says she feels better than ever.

Judging from appearances, Bernie seems to be feeling pretty good, too.

Mabel Farber
Correspondent

Now that the inventory is over, Supervisor Bantz is back at his desk in the Disbursing department.

The Accounting Department is well represented both in bowling and basket ball among the fellows. It won't be long now 'til the girls will be represented, too.

Did Gertie Noble steal a march on all of us? We all know she did. She became Mrs. George Gielow in June, 1928. The wedding was kept a perfect secret until recently, when Gertie resigned her position in the Passenger Accounting Department. Mr. and Mrs. Gielow have gone to housekeeping in LaPorte, where Mr. Gielow is employed.

The girls in the office presented Mrs. Gielow with a very pretty end table, which was greatly appreciated.

Izzy Leaves 'Em Alone

Gertrude Barnett is filling the vacancy in Mr. Hansen's department.

Izzy has been spreading the news that he is leaving the girls alone these days. We couldn't figure out the reason until we saw in the newspaper "Only 15 shopping days until Christmas."

Although he won't admit it, Mr. Flory carries a handbag home each week-end. Ask anyone in the Freight Accounting Department.

Xmas Brings Problems

Joe is having a hectic time this zero weather trying to decide upon a suitable present for Christmas for the girl nearest his heart and desk.

They tell me that Woolworth's five-and-ten-cent store has a wonderful attraction for Norman Zeese. Especially around 9 o'clock on Saturday nights.

It's about as hard to get a secret from Regina as it is to get stationery on Friday.

Wheew! The amount of gum Al Harbough chews—no wonder Bill Wrigley is a multi-millionaire.

Her Heart Softens

The heart of our "lil Rose the manhater," is gradually softening. Clem seems to be holding the center of the stage.

Oh! Yeah? One of our lads appeared at the show up at 11th and State Sunday, December 8.

Agnes Spychalski is the new girl in the Freight Accounting Department.

Here's wishing all the rest of the railroad the compliments of the season.

Freight

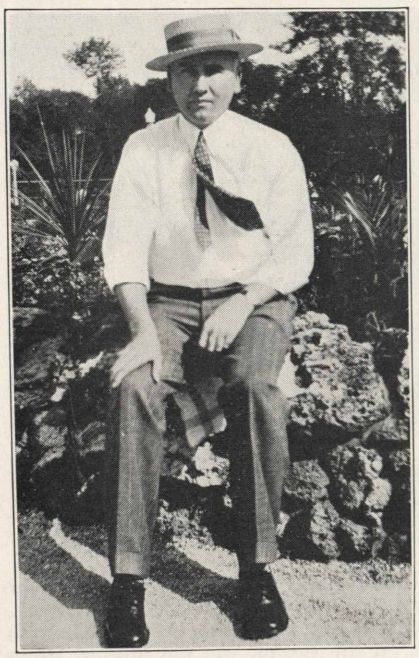
Evalyn Knight
Correspondent

There isn't much of anything doing among the freight house force. Everybody seems to be looking for Santa Claus and making up letters to the jolly old saint.

Mr. Culp wants a gilded cage in his new freight office, to be delivered after Christmas.

Chester, the honorable foreman, needs a rolling pin to combat successfully the attacks of his bride. James Kline, Dosh Taylor, and Jimmie Rensberger each wants a new powder-puff, and John Shires has told Santa he would like to have a wrist watch to match the diamond ring he received last year. Thomas McCaskey has sent in his order for warm weather. Maybe some of the rest would, too, if they had to check yards.

Another Chicagoan



We don't see so much of the freight station folk in Chicago, so we have to get acquainted with them by picture. This time we have F. Miller, Agent at Franklin and Austin station.

Mr. Chouinard would appreciate a pair of ear mufflers to put on in the mornings when he wishes to concentrate and the boys insist on giving an exhibition of grand opera. Joe Freidline would like to have a pair of ice skates so it won't take so long to get the six blocks to work these winter mornings.

Evalyn Knight
Correspondent

George should have a lot of paper clips to "play train" with; there are not enough in the office here. He also wants a new knife—a good one, he says. Kay Mummey would be pleased with a banana-split. Roscoe Arnold, our invalid, would be the happiest fellow on earth with a brand-new leg.

The two tractor drivers, Smith and Hoover, are asking St. Nick for monocles so that they can see to drive better these days. The cashier would be more than happy with the gift of two extra evenings a week. Oh, yes, Joe also wants a new girl-friend. Won't some of you girls play Santa? Anyone wishing his picture, address ye correspondent.

Everybody up here says "Merry, merry Christmas" to everybody everywhere else.

Two Escape Stock Crash

Tom McCaskey is now driving a new Chandler, having disposed of his Studebaker. Albert Hoover is driving a new car too, but his is a Studebaker. Nobody else has anything new, except George, who has a new pair of galoshes and spent the afternoon admiring them. Joe has a new false tooth.

We all are looking forward with a great deal of anticipation to the time when we will occupy our new freight house. Not that we don't cherish an affection for the old home, but then we want to progress and serve better, so it's our move soon.

Friends Must Be Irish

Chester Moyer, agent at New Carlisle, proudly displayed a lovely black eye for some time during this past month. He says he got it by being too good to his so-called friends.

Evalyn Knight turned back the calendar and played "make believe" by pretending she was a child and had the chicken-pox. Mr. Culp played cashier in her absence.

Fish stories have been going the rounds here. George tells one about fishes that are silver-lined. Why not make them gold-lined, George, and be done with it? We'd believe it just as soon.

41st and Union St. Station

The flaming youth who traveled to Hot Springs and returned home with a ball and chain now agrees that Roosevelt, Mussolini and Peterson are right. What could be better for a man after a hard day's work at the office than to come home and have a football team meet him at the front door and make a touchdown?

The big secret is out. Walters has stopped counting the days on the calendar and announces the arrival of Junior, weight eight pounds. Mother and baby are doing nicely at the Englewood Union hospital. He wanted a girl but got a boy. Better luck next time.

His Guess Was Poor

Bob Robbins went down to LaSalle street and bought five shares of City Service at 67, bulled the market up to 68 and then beared down to 25. "Just my luck," said Bob.

In the last issue of the PANTAGRAPH, an error was made in the spelling of Mrs. Stephen Johns' maiden name. We regret the error and are pleased to announce the correct spelling as Laura Stiles.

General Offices

M. J. Naughton
Correspondent

Jingle bells, jingle bells,
Jingle all the way
Oh what fun it is to ride
In a one-horse open sleigh."

Christmas is coming. Be sure to hang up your longest stocking, and see to it that it has no holes or runs in it, either—and then see what you will get—for listen, THERE IS A SANTA CLAUS!!!

IF I WERE SANTA CLAUS I WOULD GIVE—

To J. K. Gray, Ponce de Leon's secret;

To Jack Weber, enough capital to start his Commercial Art Studio;

To Earl Ferner, a three weeks' vacation to take in the Mardi Gras;

To Trainmaster Guyton of the IC, a continuation of his good will towards the South Shore Line;

To J. M. Seabright, an endowment fund to be applied on his pet scheme of "bettering the boy";

To Evelyn Willis, Margaret Behler, a pair of fur-lined knee caps;

To Frank Winegar, dates galore—for like the Arabs, Frank just loves dates;

To John Kelley, a pair of galoushes that do not weigh a ton;

To Sam Morrison, a place where they serve good clean meals;

M. J. Naughton
Correspondent

To Merle Anton, a ten-hour day and a few hours at home to get acquainted with the family;

To Al Laskoske, time off to see his sweetie—what's two days a month?

To Benny Kabacinski, a benefactor to enable him to have his Caruso-like voice cultivated;

To B. L. Smith, a city residence when the snow lays four feet deep in Trail Creek Village;

To W. W. Clemmons, a legacy so he would never have to preach SAFETY FIRST—just be as reckless as he pleased;

To C. P. Valleau, a principalship in a high-grade college.

ALONG THE SOUTH SHORE LINE

Basketeers

Drop around Monday nights and see what a snappy squad is representing the South Shore Line on the hardwood this season. Standing are: Haller, Kienitz, Sack, Dabbert, Connelly and Flory; in the front row are Laskoske, Atkins, Kimmel, Russell and Zeese. Craig, another member of the squad, was not present when this picture was taken.

To Angeline Rist, a husband who would establish a residence in Chicago;

To Martha Bartels, a fine husband, a cozy home and a nice little family;

To Mary Phillips, a pair of hockey skates and a first aid kit containing Sloan's liniment;

To Marshall Kambs, enough salary to establish a Gary residence—the mornings are very cold;

To O. Henry, a package of grey matter labeled "Brains" to be scattered generously;

To Harry Connell, an admiralship in the navy;

Gifts Are Lavish

To Joe Connelly, the addition of fifteen years to his age;

To Jim Heath, a chicken ranch and an orange grove in sunny California;

To Rue Marie Vanouse, time and money to indulge in her favorite sports;

To Clarence Curtis, the ability to make a hit with "sweet young brown-eyed girls";

To Izzy Barnberg, one girl at a time—one in Gary and two in Michigan City—just too much;

To Dwight Wood, a few hundred thousand to study for the ministry;

To "Lady Bountiful," a million to be spent in her favorite pastime of making everyone happy;

To Art Tews, the ability to cease to be "so attractive";

It Would Please Al

To Al Oberfell, a present of a box at the 50-yard line in the Notre Dame new stadium;

To Edward Utley, Jr., a chance to rest, with no trains to take him away from home;

To Ruby Drake, a nifty Rolls-Royce sport model;

To Reginald Jamieson, "Treasure Island" to entertain his numerous friends;

To John Kilnowitz, the place now occupied by Florenz Ziegfeld—couldn't he knock 'em dizzy?

To Evvy Kill—well, a pair of 'em, blue eyes and dimples;

To Frank Fields, just "one girl who could be true to a feller";

To Erna Rudolph, a large increase in salary so matrimony would be the last of her thoughts;

To M. M. Lloyd, a chance to head Uncle Sam's prohib forces;

To Raymond Gale Hotchkiss, a chance to grow unattractive to the female of the species;

To Mitz Larsen, an endowment fund to enable her to be a nun;

To Pauline Kimmel, a good recipe book—main ambition to be a model wife and good cook;

To George Blockno, a position in charge of the Garfield Park Horticultural Gardens;

To Bernice Hoffman, a nice bachelor who would appreciate a good little wife;

To Clarence Scuffham, a large department store dealing in ladies ready to wear;

To Norman, a diploma and graduation from the office boy class—"I wanta girl, too";

Might Want to Exchange Gifts

To George Gensch, a large family and a country home;

To George Rank, an interest in the "Lucky Strike" factory;

To Frederick Mitchell, one girl at a time—too many of them in Michigan City;

To Mack Bernethy, a lotus farm—where labors would cease and he could sleep and dream;

To Sam Sadler, a job as a perpetual inventorian;

To Earl Stover, bigger and better schools—and bigger and better bank accounts.

To Raymond Glassman, a fifteen-minute interview with Henry Ford to give him some money-making ideas on the new "Lizzies";

To Ed Lewis, a high powered Cadillac;

To Frances Martin, the gift of not being so bashful and hiding her light under a bushel;

Would Help the Cubs

To Mr. Lathe, a chance to put the Cubs where they belong;

To Louie, a chance to "dry up the whole darn country";

To Lloyd, the opportunity to become a public speaker before WCTU audiences;

To Fred Williamson, a half-dozen boys or so;

To Florentine Luchtman, a Prince Charming to help her through college;

To Phyllis DePidone, a chance to enter the Carmetine Convent to indulge in her favorite pastime of "silence";

To Jake Stratton, a chance to expand in hilly Kansas City;

To Esther, the gift of choosing the "right man"—too many suitors;

To Anna Boothroyd, a big "Butter and Egg Man";

To Claude Fritz, a dude ranch out in Wyoming;

To Ora Callahan, an opportunity to preach the gospel of married life;

Others Could Use This One

To a brown-eyed Collector, an electric shock alarm clock so "he could get up in the morning";

To Fred Parker, the gift of ceasing to be a spendthrift—now laugh that one off;

To John Hubenthal, a large family, a stock farm, and a chance to "sit by the fire and smoke"; and

To Harry Franklin Kirk, a half-million to purchase Fannie May's candy shops.

LADY BOUNTIFUL GIVES A PARTY

Thirty-two South Shore Line girls opened their eyes in wonderment on the evening of November 26 when they saw the beautifully decorated table at the Manufacturers Club rooms in Michigan Ciy. Mrs. Chas. H. Jones, assisted by her sister, Miss Rasmussen, was entertaining the office girls with a dinner party. The table were all aglow in their autumn coloring of yellow and brown—the centerpiece, a Horn of Plenty with lucious apples falling all over the table—yellow tapers in their corn-stalk holders, and the nut cups carrying out the same idea—with turkeys and roosters for further adornment—all very cleverly worked out.

And what a wonderful menu, and what a splendid cateress is Mrs. Johnson. And did we eat—yes'um and just lots of everything good—and the delicious dessert—a feast of merry comradeship and splendid food. It was a wonderful treat, and we heartily agree with the girls in calling Mrs. Jones "Lady Bountiful," for she spared no expense to make this party one never to be forgotten.

Play Bridge and Indoor Golf

After the dinner and a social chat, bridge and indoor golf was played. How envious we all felt of the prize winners: Mrs. Gertie Noble Gielow who received first prize in bridge, and Mildred Richter for indoor golf—and such beautiful gifts—beauty boxes with dainty Godey Lady figures on the outside cover and full-sized mirrows in the lid.

Esther Peters drew second prize for bridge, a very pretty utility box in rose and dresden figures, and to use Esther's expression: "Oh, it's so lovely, just matches the color scheme of my boudoire." When eleven o'clock came the girls were loathe to leave the scene of the festivity—but one and all proclaimed Mrs. Jones an ideal hostess—as it was by far the most sumptuous party the South Shore girls ever attended. "Thanks, Mrs. Jones, we surely will come again, for we had a wonderful time at your party."

O. G. S. Holds An Election

The Order of Grey Spats held an election of officers on the first of the month, with Frank L. Winegar as president; Frank Fields, vice-president; Norton T. McNulty, secretary; Roy L. Ericson, treasurer; and Ora Callahan, sergeant-at-arms.

Come on now, all of the old-time crowd especially—what do you say to a "shower of Christmas cards" for our old friend, Morge, who is waging such a splendid fight to regain his health—he was always a good fellow—let's show him we have not forgotten, and send your Merry Christmas greeting addressed to Morge Sheeler, Tyrone, New Mexico—for the true Christmas spirit is trying to make the other fellow happy, too.

Merry Christmas, may you receive all the gifts you have longed for, and may December 25 be the gladdest Christmas you have ever celebrated.

Traffic Department

C. L. Binger
Correspondent

We are introducing into this column a few new names, with a short insight into the traits and habits of each. There are two divisions of the Traffic Department, and due to the shortsightedness of your humble correspondent, their names have heretofore been inadvertently overlooked, when dishing out the monthly ration of Traffic Department scandal.

Lloyd E. Butler is Assistant to the vice-presi-

ALONG THE SOUTH SHORE LINE

dent. Mr. Butler is in charge of rates, divisions and affairs necessitating expert technical knowledge. One of Mr. Butler's hobbies is golf. In the winter time hand ball.

C. L. Binger
Correspondent

Clarence B. Tepe is Chief Clerk to Mr. Butler, and one can always find him ready to render assistance in the line of rates and their application. Mr. Tepe is not a very loquacious gentleman, but this economy of words assures the listener of qualified meaning in those few he uses. If one were to peek into the intricacies of details handled by Mr. Tepe, one could readily understand why there is little time for anything but work.

Across the desk from Mr. Tepe is George E. Quill. George wears a mean smile, has curly hair, is unmarried and has a red-headed complex, and therefore we call the attention of ladies particularly to him. He assists Mr. Tepe, quotes rates, works on divisions, and will also be found ever ready to impart information to any who might be in doubt regarding rate questions appertaining to his or her work. In checking into the habits of Mr. Quill, we find that he is a very sober, industrious sort of person, and we understand that he has quite a large bank account. In fact, some of the boys refer to him as "Mr. Astor."

In Demand by Fair Sex

William J. Raleigh, familiarly called "Bill," is in great demand by the fair ladies of Chicago. We understand that Bill's family tree goes back into English and early American history. Who hasn't heard of Sir Walter, that gallant swashbuckling knight of old, who with a glorious and grand swoop, lay his velvet cloak on the ground, to carpet a muddy hole in the street for her majesty, Queen Elizabeth, when she lifted her skirts to step across the street, back in the days when asphalt was unknown. Is it any wonder, then, that the ladies scramble for his favors? Bill is extremely handsome, has a weakness for snappy red neckwear, and always resembles Beau Brummel.

Across from Bill Raleigh is John Sheridan Morris, a quiet unassuming sort of person, with a merry twinkle in his eye, which bespeaks a subtle humor that invites good fellowship. We understand that he was named after the famous general of Civil war days, who took such a thrilling horseback ride down Winchester way. In order to be somewhat like his namesake, we understand that John sits in a swivel chair, and rocks to and fro in the manner of a general. Seriously, Mr. Morris has a big job to do, and does it in a big way. (Unmarried.) (Long on Continental Chicago Bank Stock.)

Frank J. Lynch came into the ranks of the Traffic Department several years ago as a messenger in the North Shore Line Traffic Department. He spends his spare time studying law. One cannot resist the contagion of Frank's ready wit and good humor, and let us hope that we will one day find in him an erudite counsellor if in need of legal information or service.

Loren Hampton is the messenger and file clerk. One seems to find in him the symbolic example of Elbert Hubbard's wise epigram: "Blessed is he, who has found his work." The Traffic Department seems to offer a field of learning to the liking of Mr. Hampton, because it is easy to find him in good humor, and in a most pleasant frame of mind. Just plain "Smokehouse."

Add to Attractiveness

Now we have come to the interesting part of the Traffic Department, Division of Rates and Divisions. Mesdames Mary Helen Dacey, a most vivacious efficient secretary, whose smile is infectious, and whose charm is pronounced. She busies herself pounding out letters that make history for South Shore Line. Miss Doris House is employed in the same capacity. Miss House is blonde, while Miss Dacey is brunette. A very fine combination, and the presence of these two efficient stenographers in the Tariff Department adds very much to the visible attractiveness.

Having given you a short summary of one side of the Traffic Department, and introduced these new characters to the readers of the PANTAGRAPH, we will transfer the scenes to the solicitation side of the Traffic Department.

Dwight G. Wood, in startling contrast to the modest conservative black suit he wears, has a most scarlet shade on the end of his proboscis. Looks like Dwight was rooting for Southern California at the big game and somebody accidentally used a tomato. While we know this isn't the way it happened, we offer it for a reason.

Our congenial friend "Bill" Jones has started training for the spring season of golf by pushing an old dilapidated car around in the street. It is understood from confidential information by some of the neighbors, that Bill has a mean command of rough lingo. His was the emulation of the song, "Where you work-a John? Push-a-push-a-push."

In order not to take up too much space, we had better not include any more scandal in this issue. We will have some more for you next time.

Just a short climax. I am wondering why some people go in for horseback riding, and sing "Me and My Shadow" when in deep meditation?

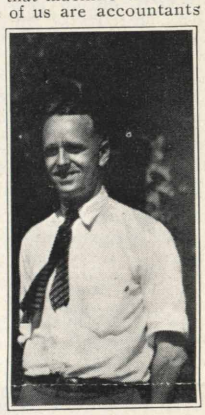
Note: See Ways and Structures column.

Ways and Structures

W. M. Lloyd
Correspondent

"Meet the Boys"

All of us are parts of that machine which is called a railroad. Some of us are accountants and take care of the money and statistical work. Some of us are engineers and design new track layouts, bridges and stations. Some of us keep the equipment in repair and others pilot the trains up and down the track. We are all cogs in the machine and know each other for we see the other fellow almost every day.



W. M. Lloyd
Correspondent

There is one important group of men, however, that we do not see very often, for their work keeps them out in the country. These are the section men who maintain the track, keeping the bolts tight and the right-of-way smooth, shoveling snow and patroling the track, keeping ever on the alert for anything that might need attention. These men are the men whom we want to introduce to you, the men whom you seldom see.

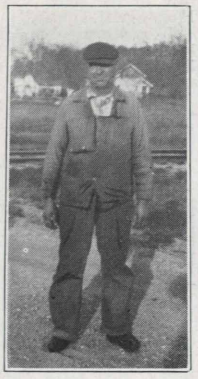
Masqueraders Unmasked

They couldn't all crowd into the picture at the party on the night of November 22 at the Community House, Memorial Park, Michigan City. About 400 persons turned out to pack the hall and make the second annual masquerade one of the most successful social events ever held along the South Shore Line. Some were missing at this good time party, but we're expecting to see them in the picture of the Christmas party.

ALONG THE SOUTH SHORE LINE

Section One

GUS MILLBRATH ranges up and down the track from the South Bend terminal to Hubbard and is the big boss on Section One. He came to us in March, 1928, from the Nickle Plate, where he was section foreman at Brems, Indiana, for two years. He got his start in the railroad game on the Monon and most of his experience on tne Pennsylvania, where he was foreman for a number of years.



G. E. Millbrath

He tried farming for eight years in Stark county, but got homesick for the rails and went to the Nickle Plate at Brems where he was section foreman until Harry Jenkins and Al Keeler happened along one day and told him of the South Shore Line. He has been foreman at South Bend ever since and has very little grief until the extra gang moves in and leaves some material setting on some one's front lawn. Then the women folks make life miserable for Gus.

Section Two

GUY VANDUSEN is one of the old timers with the South Shore Line. He came to us as a section hand away back in 1909 and was made section foreman in 1910, which job he has held since. He worked on the New York Central at Mishawaka as section hand where he got his start in the railroad game. Guy has charge of Section Two, which extends from Hubbard to Sagunay, and can be found some where in his territory any time doing some of the things that make for smooth riding track.

Guy VanDusen

Section Three

DAVE BENNITT came to us from South Bend where he had been employed in the Studebaker factory. He started work as section hand at New Carlisle in 1923 under Guy VanDusen. He was made foreman and given a new section known as Section Three, extending from Sagunay to Marquette. He has had lots of grief due to soft roadbed, but some intensive ditching has helped Dave and soon all will be a bed of roses.

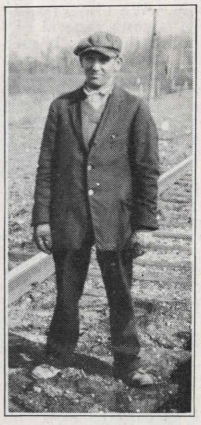
Dave Bennitt

Section Four

HARRY JENKINS came to us in August, 1925, when the weeds grew high and the willows touched the cars as they passed by. He had worked on the Nickle Plate for four years and the Pennsylvania for three years. He tired of railroading and tried farming for five years, but once a railroader always a railroader and Harry got back in the old game with our company. Harry has the section from Marquette to Vail street, Michigan City, and has been one of the men to see the South Shore Line come from a ruin to a winner of the Coffin Award.

Section Five

ELMER WILLS is our youngest section foreman whose record reads like one of Horatio Alger's novels. He came to Michigan City from Kentucky, where he had been farming, and started as water boy for Joe Salvato's extra gang in April, 1926. He worked with the extra gang all summer and at Hedgewisch as section hand that winter. During the summer of 1927 Elmer was made tool man on the extra gang and timekeeper for Joe Salvato that fall, which job he held down until 1929 when he was made foreman of Section Five, which extends from Vail street, Michigan City, to Furnessville. Elmer is an ambitious young fellow who is going a long way if he keeps up the pace he has started.



Elmer Wills

Section Six

ED RAPP is foreman of Section Six which extends from Furnessville to Wilson. He started with us in March, 1926, as foreman on the work train and was made section foreman in 1927. He received his early training in track work on the Monon, where he was section hand for 10 years and section foreman for 7. Ed is a man who is never too busy to give you a lift when you are in trouble.

Ed Rapp

Section Seven

SEBE DeHAAN is our section foreman at Miller on Section Seven which extends from Wilson to Gary and is president of the Foreman's Conference. He is an "Honest to Goodness" Dutchman and of this he is proud. He is the only Dutchman on the South Shore Line, with the exception of John Hubenthal and Jack Weber, and says if there are any more he would welcome the opportunity to meet them.

Mr. DeHaan, who is 61 years of age, came to America 37 years ago and started work as a section hand with the E. J. & E. railway at McCool, Indiana. After four years he moved to Chicago and worked for the Griffin Wheel company, but he still had the railroad fever and in 1901 he went to work for the Wabash at Miller, Indiana, where after five years he was made section foreman. Mr. DeHaan came to the South Shore Line in 1913 and has been foreman of Section Seven since that time.

Mr. DeHaan likens a section man's work to a farmer's in that "he has to make hay while the sun shines." Mr. DeHaan also says it is very evident that the section foremen on the South Shore Line have been "making hay," for our roadbeds are in good shape and he feels sure the men will keep them that way as long as the management furnishes them with good material to work with and they will do their share to keep the speed trophy in our midst.

At some future time, Mr. DeHaan has promised us an article on the "Old Days on the South Shore" when new ties were few and far between.

Sebe DeHaan

Section Eight

MIKE BITNER is the good-natured foreman of Section Eight, which covers the double track from Gary to Cline avenue. He came to us in 1913 and his first job was with the extra gang. Mike liked the work so he stayed to more years and worked on the section gang. He was made section foreman in 1916. We think every one who has been around Gary knows Mike. If they don't they should.

Section Nine

WILLIAM MOORE, foreman of Section Nine, began railroad work when he was 14 years old. His first job was as a water boy of an extra gang on the New York Central. He was made section foreman when he was 17 and extra gang foreman when he was 19, which position he held for four years. From the N. Y. C. he went to the Iron Mountain, where he was work train foreman for two years.

Then he became walking boss with Sims and Murphy Construction company and later with Jones Brothers Construction company. He next became extra gang foreman at the Manheim yards of the Milwaukee Road. Then he went to Ortley, South Dakota, where he had charge of a gravel pit for 23 months.

On leaving South Dakota he went to Gary, where he was made general foreman of all track in the Illinois Steel company plant and from there he went back to the N. Y. C. as extra gang and yard foreman for three years. During the next two years he was extra gang foreman on the Seaboard Line in Florida. From there he came to the South Shore Line. He will mark his third anniversary with this company next August.

Personal Glimpses

(Editor's Note: In the November PANTAGRAPH, C. L. Binger requested wives of Traffic Department men to send in revelations of their husband's secret lives. It seems the Traffic men have their wives trained to be meek; so a young Miss writes from another department and offers an example for timid Traffic wives.)

"Although I am not Mr. Moore's wife, I am his niece, and in answer to your plea I will reveal a few of his life-long secrets. He does snore, boy, "and how!" Say, if any sawmill could out-saw wood than he can snore, it must do a great deal of business. As for pleasant in the morning, he is very nice. He also wakes me up. Now, isn't that grand?

"Does eat spinach. He would digest the can, too, if we didn't destroy it before he came home.

"Oh, say! I forgot to tell you—he is district foreman at East Chicago. And another thing, he is always pleasant when he is called to fix a broken rail at 3 p.x.!"

—LILLYAN KAUFMANN.
(Niece of William Moore.)

Safety Meetings
January

Freight Station—1:00 p. m., Jan. 2, South Bend Terminal.

Mechanical—2 p. m., Jan. 2, South Bend Terminal.

Signal—7:30 a. m., Jan. 3, Michigan City, General Office.

Mechanical—11:00 a. m., Jan. 3, Michigan City Shops.

Freight Station—1:00 p. m., Jan. 3, Michigan City.

Bridge and Building—3:45 p. m., Jan. 3, Michigan City Shops.

Electrical—8:00 a. m., Jan. 6, Michigan City, General Office.

Mechanical—2:30 p. m., Jan. 6, Gary.

Maintenance of Way—7:30 a. m., Jan. 7, Gary.

Maintenance of Way (Special Car)—8:30 a. m., Jan. 7, Gary to South Bend.

Crossing Flagmen and Gatemen—5:30 p. m., Jan. 7, Gary.

Freight Station—1:00 p. m., Jan. 8, Gary.

Freight Station—2:00 p. m., Jan. 8, East Chicago.

Freight Station—3:00 p. m., Jan. 8, Hammond.

Freight Station—4:30 p. m., Jan. 8, Hegewisch.

Freight Station—6:00 p. m., Jan. 8, Kensington.

Trainmen—8:00 a. m. to 8:00 p. m., Jan. 9, Randolph Street.

Mechanical—2:30 p. m., Jan. 9, Randolph Street.

Central—1:45 p. m., Jan. 24, Michigan City, General Office.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 JANUARY, 1930 No. 1

A. E. R. A. TO MEET JANUARY 24

Many Improvements in Service to Public Made by South Shore Line in Past Year

Winning of Coffin Award and Speed Trophy Are Foremost Achievements of 1929; Two-Hour Schedule Instituted; New Coaches Added.

The Chicago South Shore and South Bend Railroad with the close of 1929 has finished another year of outstanding improvement in service to the public.

First among the railroad's accomplishments was the winning of the Charles A. Coffin Prize award and the Electric Traction Speed trophy, presented to the South Shore Line last fall at the Atlantic City convention of the American Electric Railway association. It was the first time in the history of either event that one railroad was given both.

Institution of a two-hour schedule for extra fast service between South Bend and Chicago was the introductory service improvement of 1929, taking place January 1. This schedule was designed to provide a convenience to patrons living in the territory and working in Chicago. It was the Fort Dearborn limited, the morning two-hour train to Chicago, that won the Speed Cup as the fastest electric interurban train in the country.

New Cars Are Added

Later in the year, new parlor cars were put in service on all dining car trains, establishing regular de luxe accommodations, probably the first instance of its kind in the electric interurban field. The two new parlor cars contained down-filled revolving chairs, double-end observation facilities, and a pleasing interior color scheme. The two parlor cars previously in service were re-furnished with these modern swivel chairs.

Eighteen new steel passenger coaches, fifteen of them motor cars and three trailers, were introduced on the line during 1929. Each of the cars alone cost four times as much as a comfortable home. They contained individual easy seats, Pullman smokers, full vestibules and other modern improvements for which South Shore Line equipment bought since the change of management in 1925 has been noted.

Terminal Site Acquired

Other features of the improvement program during the past year were:

Expansion of existing freight interchange facilities with four steam railroads, enlargement of switching yards, building and extension of various freight and passenger sidings. The

(Continued on Page 2, Col. 1)

They Please

Above are Conductor Wallace Storey and Collector Norton McNulty (left), of the trio who manned a Special on a recent trip from Chicago to Tremont and return. Motorman Lester Helm, who piloted the train, was ill when photographs were taken. Watch the February PANTAGRAPH for his picture.

ARTHUR E. STASCHEN CLAIMED BY DEATH

Arthur E. Staschen, Collector, succumbed to double pneumonia in St. Anthony's Hospital, Michigan City, early Monday morning, January 6, following an illness of but a few days. He had been with the South Shore Line since October 15, 1926.

Mr. Staschen was well liked by his fellow employes and his death brought sorrow to his many friends.

C. H. Jones to Give Illustrated Talk; Dancing Scheduled

All Employes Are Invited to Attend Opening Meeting of 1930 at Michigan City.

Company Section No. 15 of the A. E. R. A. will hold the first of its 1930 meetings at the Masonic Temple, Sixth and Pine streets, Michigan City, on Friday night, January 24. The meeting will start at 8 o'clock.

The meeting will be in charge of Charles H. Jones, General Manager. Mr. Jones will give an illustrated talk, reviewing the work of the past year and presenting the program for the next 12 months.

Program Offers Variety

The meeting is open to all employes and their families, and everyone is cordially invited to attend. The program committee hopes that this first meeting of the new year will be attended by a record crowd.

Variety again is provided in the evening's program. In addition to several other entertainment features there will be dancing and an attendance prize will be given away, as usual.

All Praise Xmas Party

The annual Christmas party, held at Hudson Lake Casino on December 23, was one of the most successful parties in South Shore Line history. In spite of unfavorable weather conditions, postponement of the party from the previous Friday and sickness in many homes, there was a turn out of almost 700 persons, of whom more than 300 were children.

Santa Is Generous

Santa's visit—with the distribution of candy, games and favors—was voted the outstanding event by the children. Games and boxes of candy were sent to children who were unable to attend. The attendance prize, a 14-pound turkey, was won by Miss Marjorie Kubsch, who was holding her mother's ticket.

A two-reel talking comedy started the evening's entertainment. Music for dancing was provided by Bob Armstrong's six-piece orchestra.

MANY IMPROVEMENTS ARE MADE DURING 1929

(Continued from Page 1, Col. 1)

South Shore Line began the year with the completion of interchange connections with four steam railroads, bringing the total to thirteen.

Laying or relaying of approximately eight and one-half miles of track with heavier rails, new ties and ballast.

Purchase of an eleven and one-half acre site for a new freight terminal at South Bend, Ind., to eliminate the moving of freight over city streets.

Rail-Air Service Offered

Inauguration of rail-air connections with three aviation companies serving the east, southeast, southwest, and west.

Perfection of a Daylight Saving Time schedule for the convenience of patrons during the summer.

Installation of additional trains between Chicago and Gary.

Introduction of such unusual features as double-diner service for extra heavy trains during the summer peaks, club meals as well as a la carte, and occasional sleeping cars for special moves.

Addition of new quarters for the accounting department to the general office building at Michigan City.

OFFICIALS ELECTED BY MIDLAND UNITED

At a meeting of the board of directors of the Midland United Company held Monday afternoon, December 16, Robert M. Feustel was elected executive vice-president. William A. Sauer, who has been vice-president and comptroller, was elected vice-president and general manager. Morse DellPlain was elected vice-president. Harold S. Patton, who has been chief engineer, was elected assistant to the president, in charge of engineering. Edwin J. Booth, who has been assistant comptroller, was elected comptroller. Herbert A. Ehrmann was elected assistant comptroller.

WENR RANKS FIRST IN RADIO POPULARITY

According to the January issue of Radio Digest, WENR, Chicago, has first place in the Gold Cup radio station popularity contest conducted by the magazine.

Under the heading "WENR leads the nation," the following story is printed: "After a bitter battle that swayed first one way and then another, station WENR has definitely taken the lead up to this time in the race for the most popular station award. Not only is WENR leading in the mid-west, but has a small margin over WJZ of New York for national honors."

The magazine is asking its readers to vote on the relative popularity of the radio stations in the United States and the contest ends in March.

They Helped Santa

The Old Saint would never have been able to cheer the youngsters if these four hadn't given a helping hand. We see Martin Klue, E. B. Stover, W. J. Mallon and George Dabbert, who carried Santa's pack to Hudson Lake.

Change In Policy Starts This Issue

In order that all readers and correspondents of the PANTAGRAPH may understand, the editor takes this opportunity to explain a recently inaugurated change in the editorial policy of this magazine.

Hereafter departmental correspondence will be confined to straight news items. Instructions to this effect have been sent out to all correspondents.

This new policy was instituted to improve the magazines by using the available space for actual news about our people, and to restrict comment and opinion to the editorial page. Jokes and editorial comment in news columns crowd out legitimate and interesting news items about employes.

There is plenty of news about employes of the South Shore Line. The new policy in treating correspondence should not cut down the amount of departmental correspondence and it certainly should make it more interesting to readers.

Readers of the PANTAGRAPH are urged to co-operate with departmental correspondents in contributing news for the magazine. It is suggested that employes and members of their families send in to the proper correspondents news items at the time of occurrence, rather than wait until the end of the month.

PIN AND CAGE TEAMS WIN LEAGUE GAMES

With nine straight victories in its last three matches, the South Shore Line bowlers are firmly entrenched in third place and are threatening the leaders in the Michigan City Industrial League. The pin team won three games from Stefco December 17 and three from the Prison January 7, giving it a total of 29 games won and 13 lost since the season was started.

On December 21 the team went to Gary to avenge itself on the Gary Railways team, which nosed out a bare victory in a previous match. The South Shore Line team took two out of three games, with a total score of 2513 to 2321. It lost the first game 774 to 786 and won the next two by scores of 888 to 771 and 851 to 764.

Will Play Off Tie

A third match with the Gary Railways, to play off the tie, will be played within the next few weeks.

The basket ball team dropped two and won one of its last three league games and also dropped a game to the Emerson (Gary) High school B team. The cagers trimmed Dunham-Bell 38 to 8 on December 30; lost to Emmerson 27 to 13 on January 4, and to Sullivan 34 to 24 on January 6, and lost to Pullman 27 to 24 on January 13.

Teams Meet North Shore

In eight games the basket ball team has played before an aggregate crowd of 3,275 persons.

Ten more games are on the league schedule. In addition, the team will meet several non-league opponents.

On January 18, both bowling and basket ball teams met North Shore Line opponents at Waukegan. The South Shore Line bowlers lost the match by 79 pins. Total scores were 2,653 to 2,574.

In a fast game, the South Shore Line basketeers were defeated 44 to 20. The local players played well and held their opponents 12 to 11 at the half.

Return Games Planned

Return games will be played in South Shore Line territory.

George Gensch, captain; George Rank, Al Boller, W. J. Mallon, A. Schellenberg, A. Timm, C. Krueger and Willard Pipher represent the South Shore Line on the bowling alleys.

Laskoske Back In Line-Up

In basket ball the Line is represented by Al Laskoske, Earl Atkins, B. Russell, H. Flory and Joe Connelly, forwards; P. M. Dabbert and John Sack, centers; Otto Kienitz, Norman Zeese, G. Haller and Kenneth Kimmel, guards. Al Loskoske was kept on the bench for several games by an infected foot, but is now again back in the line-up.

The aristocracy of today is not one of birth or wealth, but of those who do things for the welfare of their fellowmen. — Charles M. Schwab.

FT. DEARBORN RANKS WITH FASTEST IN U. S.

The Ft. Dearborn Limited, the South Shore Line's crack two-hour morning train from South Bend to Chicago, ranks tenth among the fastest trains in the United States in running time.

A comparison of speeds of crack railroad trains shows that the Boardwalk Flyer of the Reading Railroad, averaging 58 miles an hour between Camden and Atlantic City, holds first place.

Most of the leading fast trains being operated are extra fare trains, the Ft. Dearborn Limited being one of the few not of that class.

The record of the Ft. Dearborn Limited is all the more impressive when one considers that it is operated over streets in three cities.

Safety Meetings February

Freight Station—1:00 p. m., Feb. 3, South Bend Terminal.

Mechanical—2 p. m., Feb. 3, South Bend Terminal.

Signal—7:30 a. m., Feb. 4, Michigan City, General Office.

Mechanical—11 a. m., Feb. 4, Michigan City Shops.

Freight Station—1:00 p. m., Feb. 4, Michigan City.

Bridge and Building—3:45 p. m., Feb. 4, Michigan City Shops.

Electrical—8:00 a. m., Feb. 5, Michigan City, General Office.

Mechanical—2:30 p. m., Feb. 5, Gary.

Maintenance of Way—7:30 a. m., Feb. 6, Gary.

Maintenance of Way (Special Car)—8:30 a. m., Feb. 6, Gary to South Bend.

Crossing Flagmen and Gatemen—5:30 p. m., Feb. 6, Gary.

Freight Station—1:00 p. m., Feb. 7, Gary.

Freight Station—2:00 p. m., Feb. 7, East Chicago.

Freight Station—3:00 p. m., Feb. 7, Hammond.

Freight Station—4:30 p. m., Feb. 7, Hegewisch.

Freight Station—6:00 p. m., Feb. 7, Kensington.

Trainmen—8:00 a. m. to 8:00 p. m., Feb. 10, Randolph Street.

Mechanical—2:30 p. m., Feb. 10, Randolph Street.

Central—1:45 p. m., Feb. 21, Michigan City, General Office.

WENR'S RECEPTION WILL BE IMPROVED

Improved reception from WENR, Chicago, the 50,000 watt Chicago station, will be noticed by radio listeners about February 1, according to announcement by E. H. Gager, chief engineer of the station.

That date is tentatively set as the one the new apparatus, which is to give 100 per cent modulation, will have been installed. It will mean clearer broadcasts for radio listeners throughout the entire North American continent, Mr. Gager declares. The new apparatus includes two of the new 100 kilowatt tubes, a new amplifier, and a new rectifier.

When the transmitter was built a little over a year ago, it was considered the last word in radio engineering. So fast has the new science developed, however, that the additional expenditure was necessary in order to bring it up to date.

"The improvement means that our transmitting plant at Downers Grove, Illinois, is not exceeded in efficiency by any transmitter in the world," said Mr. Gager.

He's SOME Boy

Jack knows a good thing. He's just 13 months old and already has made up his mind to follow in his father's footsteps with the "First and Fastest" electric railroad. He's the son of Mr. and Mrs. Russell Luchtman of Michigan City.

New Poster Used

Winter sports in Duneland is the theme of the current poster which tells the traveling public about attractions in South Shore Line territory.

RECREATION BUREAU OFFERS NEW SERVICE

A new service has recently been inaugurated by the Outing and Recreation Bureau, 72 West Adams street, Chicago, in offering a series of tours to acquaint the public with unusual attractions of Metropolitan Chicago.

Wide experience and personal contact insure interesting trips beyond the reach of most individuals. The bureau's free service is especially valuable in program work of clubs, societies, fraternal and educational groups.

Shopping tours, civic tours, industrial, historic, artistic, recreational, educational and other tours are arranged to provide for the utmost pleasure with amazing convenience.

Metro-Land tours have been planned with an all-expense charge which provides for all transportation, meals, special entertainment and other costs, which is proving of much benefit to parties of 20 and more.

Every tour is arranged to offer a maximum amount of pleasure and benefit with amazing convenience. A representative of the Outing Bureau will meet a party as it leaves the South Shore train and will personally conduct the party.

Employes of the South Shore Line are urged to get detailed information about these tours and to bring them to the attention of church, social, fraternal and school groups.

Anyone interested in these tours can get complete information by addressing the Outing and Recreation Bureau, 72 West Adams street, Chicago, telephone Randolph 8200.

South Shore Line employes are requested to give the names of persons or groups likely to be interested in such tours to the Traffic Department of the Line.

LINE FILES PETITION TO ISSUE NEW STOCK

The Chicago South Shore and South Bend Railroad recently filed petitions with the Public Service Commission of Indiana and the Illinois Commerce Commission, asking authority to issue and sell 3,000 shares of its Class A preferred stock of no par value paying annual dividends of $6.50 and 50,000 shares of its common stock of no par value.

The petition declares that the money raised by the sale of these securities will be used to reimburse in part the company's treasury for the retirement of equipment trust certificates and for capital expenditures for additions and improvements to the property, totaling $1,312,907.01.

The South Shore Line, the petition also states, has completed its reorganization under the provisions of the Indiana General Corporation Act and has filed articles of reorganization with the commission. As a result of this reorganization, the company's preferred stock has been changed from $100 par value to no par value.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

H. E. LANGENDORFF.....Editor

VOL. IV JANUARY, 1930 No. 1

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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More Milestones Ahead

Again twelve months have rolled past and we all are embarked upon another year. The past year was one of many outstanding achievements by the South Shore Line, noted elsewhere in this issue, which have shown the public again that our service is in the first rank and which have occasioned rejoicing by everyone connected with the company.

The new year which has begun means more along the South Shore Line than just another twelve months. We have ahead of us one of the biggest years in the history of the railroad, which calls for the utmost co-operation from all employes.

An extensive program has been mapped out for 1930. Details of this will be divulged by Mr. Charles H. Jones at the next A. E. R. A. meeting, which all employes are invited to attend.

Of equal importance with the year's program is the necessity of maintaining the laurels the South Shore Line won during 1929. Because the company won such signal honors during the past year, the entire electric railway industry will be closely watching us to see whether we maintain our records and many other high class interurban lines will endeavor to wrest those honors from us.

The traveling public, which is continuously demanding better service, also will be expecting more from us. It is to please this public that we all must strive hardest.

By displaying the efforts and co-operation which have marked our progress all during 1929 and by putting into our work renewed and greater enthusiasm, we shall not only maintain the records for performance established in recent years but we shall gain still greater glory as we pass the milestones of this year.

Pride in Service

Fighting the worst snow storm in more than a decade, which raged incessantly for three days, the South Shore Line kept its steel highways open when other transportation was at a standstill. The accomplishments and efforts of employes during the blizzard are common knowledge to us all, but we seldom stop to consider the less visible but none the less striking aspects.

Trains could not have been kept running had it not been for the united efforts of the entire operating personnel of the Line. The value of co-operation and great effort was clearly brought out in this crisis.

It is a part of each one's duty to put forth extra effort and to endure some discomfort on such occasions, but that fact does not detract from the praiseworthiness of the service. It is not duty alone, however, that prompts men to exert great efforts.

The spirit of service moves a man more than duty to do his utmost in rising to and overcoming such situations. There was many an employe who might have gone home to a well earned rest at the end of the regular working day, but who stayed on the job until the snow was cleared away.

There is a pride in sticking to the job under great handicaps. Reward often is found in the pleasure of doing a thing well and in doing it when others give up. It's a pleasure to be a member of an organization that surmounts adversities and performs outstanding service under disadvantages.

It's to the credit of every man who battled the snow storm that trains were kept running and that no accidents occurred.

To the Pantagraph Family

Although belated, we extend to all members of the PANTAGRAPH family heartiest wishes for good fortune in 1930.

The editor appreciates the splendid co-operation and help of the correspondents during the past few months and trusts that the activity will continue to be displayed.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Our Fruitful Language

A girl shows her raisins when she makes a date with a prune for whom she doesn't care a fig. She may be a peach, but they make a funny pear. She may be the apple of his eye, but she hands him a lemon, although she may have a cherry disposition. It is plum wrong, and if her name is Anna he ought to ban Anna. By this time he should realize that his efforts are fruitless.

! ! !

Minister: "Young lady, do you know the golden rule?"

Sweet Young Thing: "Sure. Get all the gold you can."

! ! !

Son: "Father, I'm going out on a blind date tonight."

Scotch Parent: "Then wear your old clothes and save your good ones. Nobody will know the difference."

! ! !

"I'm a different man since I met that girl."

"How's that?"

"I gave her the wrong name and address."

! ! !

"I hear George was killed by gas."

"How did it happen?"

"He stepped on it."

! ! !

In order to eliminate curves, millions of dollars are spent in this country by railroads and overweight girls.

! ! !

Agents of the board of health are trying to find out if kissing is really dangerous. They'll probably enjoy themselves making a mouth-to-mouth canvass.

! ! !

The old fashioned baby used to swallow a thimble, but the modern baby swallows a cigarette butt.

! ! !

Safety in Slumbers

"Does your husband talk in his sleep?"

"No. But he's awfully exasperating. He only smiles."—Pullman News.

! ! !

Aspiring Young Writer—"Here's a manuscript I submitted to you last year."

Editor—"What's the idea of bringing it back when I rejected it once?"

A. Y. W.—"Well, you've had a year's experience since then."

! ! !

"Mamma," said little Mary, "I never see any pictures of angels with whiskers. Do men go to heaven?"

"Well," said her mother, "some men do go to heaven, but they get there by a close shave."

! ! !

Judge—"The prisoner seems to be drugged."

Officer—"Yes, I drug him five blocks."

! ! !

A young couple was sitting at the foot of the Statue of Liberty.

"Honey," said the young maid, "Do you know why there are such small lights on the Statue of Liberty?"

"I don't know," replied the swain, "unless it's because the less light, the more liberty."

! ! !

"Young man, haven't you any ambition? Wouldn't you like to do something big, something that would create a great commotion in the world?"

"Yes, mother, I'd like to throw a bushel of eggs into an electric fan."

! ! !

She: "Don't you think sheep are the most stupid creatures living?"

He (absently): "Yes, my lamb."

! ! !

He—"Some men are born great and others achieve greatness."

She—"And some just grate upon you."

! ! !

"I played golf for the first time yesterday."

"How did you make out?"

"Great! I made a home run right at the start."

"Home run?"

"Sure. I batted the ball into the tall grass in the left field and ran around the entire course before they found it."

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Miss Florentine Luchtman, who is attending Ypsilanti Normal, spent her ten-day vacation in the Accounting Department, typing inventory. She returned to her studies Monday, January 6.

Mrs. Norman Kemp has a temporary position as typist, while Miss Helen Melick is the extra comptometrist. Unusually heavy work in the Freight Accounting department calls for the extra comptometrist.

Mabel Farber
Correspondent

Have you seen Mr. Harbaugh's new desk? Something special, we'd say. Has his files built right in it.

Santa Claus has come and gone, but methinks he was rather stingy with his diamond rings. Miss Frances Martin of Mr. Stover's department is sporting a beauty, however. The lucky man comes from Gary.

December 24th is past and gone, but I'm sure our noontime lunch and social hour is not forgotten. A good time was had by all and we want to thank all those who so kindly assisted the committee.

A number of boosters from the Accounting Department expect to accompany the bowling and basketball teams to Waukegan, January 18th. Of course, we expect to win.

Mr. Hansen made a business trip to Indianapolis on December 19th.

Miss Gertrude Barnett and Erna Rudolph, a couple of our suburbanites, were snowed in at the time of the big snow storm.

Louis Rappeport is now in charge of the General Accounting division. Mr. Gensch is now Staff Auditor.

Brakemen

C. E. Platt
Correspondent

C. E. Platt
Correspondent

Brakeman A. Wilson has a new watch.

Well, now that Santa has departed, what is the next "rush?" During Christmas time isn't it funny how everybody is in a hurry?

Anybody see Anton's new Stutz? She is a dandy.

Santa Claus visited the mayor of Beverly Shores and left a beautiful Christmas tree in his front yard.

Motorman Hendrix has discovered a new outdoor sport for winter. Taking off "pilots" with a hammer, a chisel and a wrench. The sport is more enjoyable in deep snow, he says.

A Happy New Year.

Chicago Terminal

Merle D. Anton
Correspondent

It is a trifle late, but nevertheless, here is wishing the entire South Shore family a Happy New Year.

Chief Dispatcher Schlacter and wife boarded No. 29 at Randolph Street a few nights ago.

J. L. Stratton spent an enjoyable Christmas with his parents in Missouri. Mr. Stratton recently had the bandages removed from his head after he had been struck by a passenger car while assisting in loading newspapers. It required stitches to close the wound.

Merle Anton
Correspondent

D. E. Ferner is glad that most of the fourteen boils are gone from his right hand and arm.

Conductor C. E. Platt recently doubled on his and Conductor Bybee's run.

The new track and depot arrangements at Randolph street are proving satisfactory to all.

Baggageman H. C. Richardson recently received a jury summons.

Freight

Evalyn Knight
Correspondent

Now that all the letters have been written to Santa Claus and the jolly old fellow has filled our stockings to the brim, the Christmas "tummy-aches" soothed, and the brand-new Year properly acclaimed, we are looking forward to a few months of uninterrupted peace and quiet before the annual furore over new Easter toggery begins.

And speaking of Santa Claus, several new pieces of jewelry have made their appearance. George Varga is now wearing a beautiful Ruby ring.

Evalyn Knight
Correspondent

And since the rush is over, we haven't been doing anything much except shoveling snow, but there has been plenty of that.

Minnie Schroeder, cashier at Hammond freight, celebrated the New Year and her birthday at the same time. Her friends planned a surprise for her at the home of A. E. Kindt, Lansing, Ill., on New Year's eve. The evening was spent in a social way and everybody had a good time. Evalyn Knight, cashier at South Bend, was one of the guests.

General Offices

M. J. Naughton
Correspondent

"I haven't got to make over the universe; I only have to do my own small job, and to look up often at the trees, and the hills, and the sky, and be friendly with all men."

—Dave Grayson.

Here's hoping you will be happy every day during nineteen-thirty.

The Irish refer to the "big wind in Ireland" when trying to place a date for some memorable event—but they have nothing on Michigan City, for the night of the big wind and blizzard, with snow hip-deep in the drifts, did not twenty-two tried and true South Shore girls brave the raging elements to gather and make merry at their Christmas party, held on December 18 at the Michigan City Terminal Hall.

Office Folk Feast Christmas Eve

There was no lack of merriment and tasty victuals at this party held by the General Office forces at noon, December 24. Mr. Connell, they say, performed very creditably as a carver. Everyone fared pretty well in reaching into the grab bag, too.

ALONG THE SOUTH SHORE LINE

The committee consisting of Mrs. Evelyn Kill as chairman, and the Misses Evelyn Behler, Audrey Melson and Helen Margraff and Mrs. Loretta Lloyd, had transformed the hall into a veritable Santa Claus palace.

M. J. Naughton
Correspondent

Contests and games were played, and the winners were: our charming patroness, Mrs. Herbert Langendorff—the cleverest telegram and the prize, a bottle of French perfume; Mrs. Mildred Larson, who received a handkerchief case for guessing the most words relating to a Christmas tree and Miss Agnes Spychalski, who pinned a beard on Santa Claus right where it belonged (and she was blindfolded, too), and received a bottle of bath salts. Gifts were exchanged, and an enjoyable treat was enjoyed. Regrets to the girls who missed a very clever party.

Christmas and parties. The South Shore Line office force on Christmas Eve enjoyed a splendid mixer—everyone in the General Offices participating from the General Manager to the office boy—75 of us in all. Much credit is due Esther Peters and Mabel Farber, who provided a splendid menu consisting of baked ham, spaghetti, macaroni and cheese, escalloped corn, baked beans, hot rolls, pickles, olives, Christmas cookies, apples and oranges and delicious hot coffee. The men contributed 50-cent prizes for the girls and the girls in turn contributed 50-cent prizes for the men, which were drawn from grab bags. Merriment was at its height as each recipient unwrapped the package.

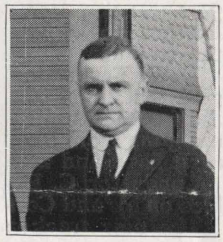
J. K. Is Generous

J. K. Gray was more than generous with his bottle of Mavis talcum powder. Sam Morrison found that box of delicious cookies which Mable had made.

South Bend Terminal

C. W. Veach
Correspondent

A. W. Oberfell, our General Freight Agent, was recently elected a vice-president of the Traffic club of South Bend.



Al Oberfell

E. N. Kaser is making rapid recovery from his recent illness. He still needs a crutch to get about on, but he's on the job every day, no matter what the weather.

P. M. Dabbert, Ticket Agent, is representing us on the Line's basket ball squad. Phil is making quite a name for himself as center.

Special luncheons and a variety of warm dishes are now being featured by our concessions. The new service is proving popular.

Mr. Veach
Correspondent

Miss Esther Kaylor has been with us for several weeks, instituting the new concessions service. Her charm is much appreciated by the entire personnel.

South Shore Line Juniors in South Bend unanimously declared that the party at Hudson Lake far surpassed advance reports and are counting the days until the next one.

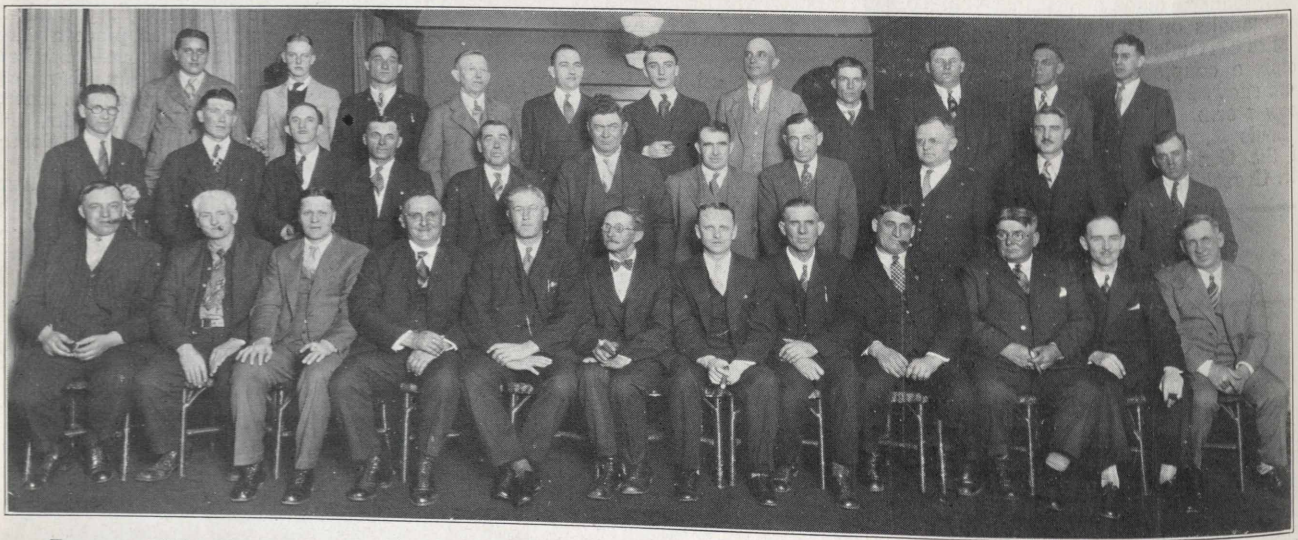
Signals

Evelyn Behler
Correspondent

Earl Braginton and "Unc" had the thrill of their lives on December 21, when they captured two truly alive young bandits. The two had been taking copper wire and "Brag" and "Unc" were on the lookout for them.

Evelyn Behler
Correspondent

The Foremen Get Together



Foremen of the Maintenance of Way Department met at the Manufacturers' Club, Michigan City, on the evening of January 6 for their annual banquet. Here you see the men who see to it that the trains have a place to run and who are ever endeavoring to make the riding smoother. In the picture also are a number of guests.

From left to right, we see: front row—Mike Bitner, William Moore, O. T. Rinehart, Carl Rothfuchs, E. A. Keeler, Sebe De Haan, Wallace Lloyd, Guy Van Dusen, Fred Parker, O. H. Harvey, W. J. Mallon and Frank Scrivnor; second row—Leo Schopp, George Burkett, Ernest Fisher, Ed Rapp, Sam Havens, Gus Millbrath, William F. Auch, B. L. Smith, Chas. H. Jones, John A. Kelly and Elmer Wills; back row—L. Klingensmith, Al Kahl, Harry Jenkins, John Hubenthal, Charles F. Ludden, Albert Boller, Julius Macedo, Bill Anderson, J. McConnehey, W. A. Underwood and H. E. Langendorff.

ALONG THE SOUTH SHORE LINE

They gave their ages as sixteen years old. One of them was fined for carrying a revolver.

Mr. Smith and Mr. Auch, our new signal foreman, attended a Maintenance and Way dinner on January 6, given at the Manufacturers Club.

Mr. Braginton has been "batching it" while his wife and children are in Fort Wayne.

Traffic Department

C. L. Binger
Correspondent

During the Christmas holiday season, our office was graced by many distinguished visitors, chiefest among whom were: Mrs. Wm. Petersen, Miss Virginia Petersen and Cornelius P. Valleau.

We understand Santa Claus almost met with disaster at the Petersen home.

Everybody was seated around the dinner table, when some member of the family noticed old man Santa Claus peeking in the window. The alarm was sounded by one of the junior members, and Santa disappeared. Before the evening was over he came once more (we think to make sure he had the right distribution of surprises), and the ever alert sentry again sounded the alarm. Santa, in making his escape, slipped and pushed his hand through the window pane, but fortunately was not injured enough to delay his journey to all corners of the world.

C. L. Binger
Correspondent

Understand he was quite pleased with the Petersens and left a lot of nice things.

R. E. Jamieson, of the Passenger Department, has another monicker to add to his already long train of titles. Jamie was recently installed as Senior Deacon in his lodge.

We hope, by the time this goes to press, to be comfortably ensconced in new quarters. Our future home will be located on the 15th floor of the Edison Building.

Frank Newman and Roy Frantz fervently pray for a private stall in the new home. They now share with your humble correspondent, the place provided for the pounding out of his daily bread.

Here's Good Stock Tip

With the New Year, it is respectfully suggested that a resolution be made, resolving never to play margins, thus abolishing the national anthem, "I've got a feeling it's falling." Happy New Year, Everybody.

A couple of P. S.'s—let all members of the South Shore family resolve to come to the aid of their correspondent and offer timely contributions of news.

Thanks is hereby tendered Mesdames Ely and Mechner for their aid in getting this column during the past year.

EMPLOYES ARE URGED TO HEED SAFETY RULES

Accident and Fire Prevention Rules governing South Shore Line employes have been issued in printed form for the guidance of all persons connected with the railroad. All employes are advised to read carefully the rules and to become familiar with them, W. W. Clemmons, Safety Engineer, announced recently.

"The consequences of accidents, whether from thoughtlessness, recklessness or unavoidable causes, are brought to bear on many persons besides ourselves. In addition to any suffering or inconvenience we may incur from an accident, there is always a loss of some kind experienced by one's fellow workers, his dependents and the company.

"It behooves us at all times to heed these rules of safety, based on the dictates of common sense."

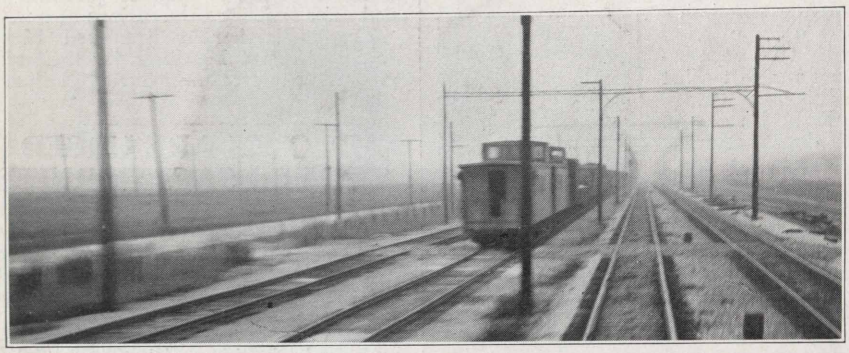
Well employed men are happy men—no man is ever so happy as when he is working at his full capacity.

They Welcomed Santa

It was a happy crowd of merrymakers that gathered Monday night, December 23, at the Hudson Lake Casino for the annual South Shore Line Christmas party sponsored by Company Section No. 15 of the A. E. R. A. Some 350 younger folk loudly hailed the appearance of St. Nick and voted him a big-hearted fellow. Candy and games and favors were generously distributed and varied entertainment features did the rest to make the evening's party one of the best on record. The others of the 700 who attended were too bashful to crowd into the flashlight.

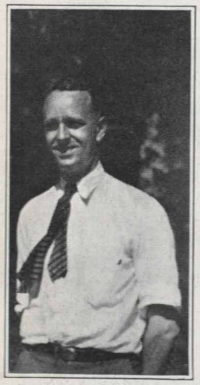
ALONG THE SOUTH SHORE LINE

Burnham Yards Being Enlarged



There is quite a bit of activity at Burnham yards these days. Two new main line tracks are being installed on the north side, the present main line tracks are to be used for freight service and a fifth freight track is being added. When this project is completed, the capacity of the yard will be 550 cars, instead of 110 at present.

Where Are They?



These writers are understood to have lots of news for next month, so watch for it.

Life is a big bank—it honors the checks drawn on it by the man who makes deposits regularly. It honors the papers and promises of the man who meets his obligations.

"A good deed is never lost; he who sows courage reaps friendship; and he who plants kindness gathers love."
—St. Basil.

Thought is the property of those who can entertain it.—Emmerson.

The world is blessed most, said James Oliver, by men who do things, and not by those who merely talk about them.

"Your father looks very distinguished with his snow-white hair," said the visitor.
"Yes," proudly agreed the wild son. "He's got me to thank for that!"

Among the things that seem to grow by leaps and bounds are the children in the apartment overhead.

Hammond Girls

We read so many interesting items about these two girls at the Hammond Freight Office in the PANTAGRAPH from time to time that we wanted everyone to get better acquainted with them. We introduce Mrs. Wanda Ferner and Miss Minnie Schroeder.

Meet Guy and His Aides

In time we hope to acquaint everyone with the men who take care of the South Shore Line right-of-way. This month we present to you the men of Section Two, down east. From left to right, we see George W. Myers, George Rogers, Gordon Black, Ben Stevens and Guy Van Dusen, Foreman.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 FEBRUARY, 1930 No. 2

ROBERT M. FEUSTEL ELECTED PRESIDENT OF SOUTH SHORE LINE

Samuel Insull, Jr., E. Van Arsdel, Hal M. Lytle, L. B. Andrus Are New Directors

Robert M. Feustel was elected President of the Chicago South Shore and South Bend Railroad, and Samuel Insull, Jr., was elected chairman of the executive committee, at a meeting of the board of directors of the company held on February 28.

Several other changes were made in the officers of the company. The complete list of officers elected follows:

Samuel Insull, Chairman of the Company.

Samuel Insull, Jr., Chairman of the Executive Committee.

Robert M. Feustel, President.
William A. Sauer, Vice-president.
Charles W. Chase, Vice-President.
Morse DellPlain, Vice-President.
Ralph H. James, Vice-President.
G. Corson Ellis, Assistant Vice-President and Assistant Treasurer.
George F. Mitchell, Treasurer.
Bernard P. Shearon, Secretary and Assistant Treasurer.
Charles H. Jones, General Manager.
Edwin J. Booth, Comptroller.
Edward H. Utley, Jr., General Auditor and Assistant Treasurer.
William S. Gorman, Assistant Treasurer and Assistant Secretary.
Bertha R. Nightingale, Assistant Secretary.
Willard M. Bernethy, Assistant Secretary.
Thomas G. Hamilton, Assistant General Manager.

Executive Committee Created

Members of the newly created executive committee are:

Samuel Insull, Chairman of the Company, Samuel Insull, Jr., Chairman of the Executive Committee, Robert M. Feustel, President, and Britton I. Budd, Bernard J. Fallon, Charles E. Thompson and Hal M. Lytle, directors.

Stockholders of the company at the annual meeting on February 27 voted to increase the number of directors of the company from nine to thirteen.

New Directors Elected

New directors elected were:

Samuel Insull, Jr., Hal M. Lytle, E. Van Arsdel and L. B. Andrus.

Other Directors re-elected were:

Samuel Insull, Robert M. Feustel, Britton I. Budd, Charles E. Thompson, Bernard J. Fallon, Morse DellPlain, Charles W. Chase, B. P. Shearon and T. G. Hamilton.

Fred

Fred Williamson says he's camera-shy, but we talked him into letting us show this picture we found. There's no prouder daddy on the South Shore Line than our Valuation Engineer.

CLEMMONS REVIEWS 1929 SAFETY RECORD

The safety and accident record of South Shore Line employes during 1929 reflects a marked improvement over the previous year, according to W. W. Clemmons, Safety Engineer.

Mr. Clemmons gave a summary of the record during the past year and calls upon all employes to endeavor to better the record during the current year.

Lost Time Decreases

One hundred and sixty-eight safety meetings were held last year, attended by 2,925 persons, and 42 employes completed the course in first aid. Thirty-eight employes are now taking the course. To date, there are 156 first aid graduates on the South Shore Line.

Lost time accidents exacted 430 days from employes, a decrease of 23 per cent over the previous year.

Accident Peaks Shown

Of particular interest is a study made by Mr. Clemmons, showing the time at which accidents occurred to employes.

12:01 a.m. - 2:00 a.m.	5
2:00 a.m. - 3:00 a.m.	2
3:00 a.m. - 4:00 a.m.	2

(Continued on Page 3, Col. 1)

ATTRACTIVE PROGRAM IS TO BE PRESENTED ON FRIDAY, MARCH 28

Movies and Lecture To Be Given On Spanish North America At Masonic Temple

An especially interesting program for South Shore Line folk has been arranged by Company Section No. 15 of the A. E. R. A., to be presented at the Michigan City Masonic Temple, Sixth and Pine streets, at 8:00 p.m. Friday, March 28.

Clarence J. Tinker, a famous traveler, will give a colorful illustrated lecture on Spanish North America, a part of the world whose history bristles with the names of Bluebeard and Blackbeard, Morgan and Drake, Balboa, Cortez and Columbus.

People Have Peculiar Customs

Mr. Tinker has been a student of Spanish North America for years and has recently returned from a trip to the countries upon which he will lecture. Spanish America is one of the world's most interesting places. The lands have many volcanoes and tropical jungles. They have fabulous mineral wealth and extensive coffee and fruit plantations. Their peoples, having peculiar customs, are exceedingly interesting.

Movies Show Story

The story of these lands and their peoples will be told by Mr. Tinker and will be shown in motion pictures.

In addition to this, a motion picture comedy will be presented by Company Section No. 15. There will also be an attendance prize.

Another special feature of this meeting will be refreshments, which the program committee announces will be more than ordinary.

All South Shore Line employes and members of their families are invited to attend this meeting.

Crowd Packs Casino

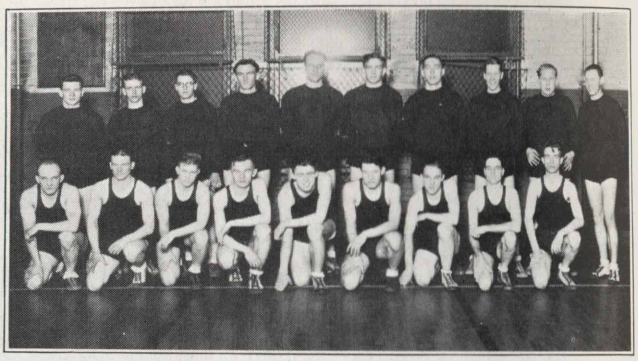
One of the largest crowds in the history of employe activities attended the party at Hudson Lake Casino on Friday night, February 21. More than 900 employes and members of their families from the Chicago Rapid Transit Lines, Company Section No. 6, A. E. R. A., and several hundred from the South Shore Line were present.

The feature of the evening was presented by members of Chicago Elevated Post No. 184 of the American Legion. The Legionnaires were headed by Howard P. Savage, Past National Commander.

The program began at 8:15 p.m. General Manager Charles H. Jones ex-

(Continued on Page 8, Col. 3)

South Shore Line Folk Are Hosts to North Shore



Members of the South Shore Line bowling and basketball squads were hosts to North Shore Line teams on February 8. The two upper pictures show the bowling and basketball teams and the lower shows all gathered around the festive board.

WENR IS ALLOTTED MORE TIME ON AIR

As the result of official action by the Federal Radio commission, WENR, the 50,000-watt Chicago station, has been allotted half time on the 870-kilocycle cleared national broadcasting channel.

Prior to November 11, 1928, WENR was permitted full time on the 1040-kilocycle channel. Following the time cut, legal action was taken which has resulted in the restoration of 50 per cent of the time originally held by the station.

New Schedule Given

Following the restoration of half time to WENR, the station has issued a new program schedule.

The Sunshine Hour is broadcast daily at 10:15 a. m., and on Sundays at 8:00 a. m., followed by the Mike and Herman comedy sketch at 11:15 a. m. daily, which goes on the air again at 10:00 p. m. daily. Mrs. Peterson's cooking school is on from 11:30 to 11:45 a. m., when the station goes off the air.

A Musical Matinee is presented at 3:30 p. m. daily, continuing for two hours on Monday, Tuesday and Friday and for a half hour on Wednesday, Thursday and Saturday. The Smile Club is heard at 4:00 p. m. Wednesday and Saturday and the New Song Parade at 4:00 p. m. on Thursday. Tea Time Tunes are put on the air at 4:30 p. m. Wednesday, Thursday and Saturday. Every day, except Sunday, the Air Juniors program is heard at 5:30 p. m.

Concert Given at 6:00 P. M.

Every night during the week at 6:00 p. m. the Dinner Concert is heard. From 7:00 to 8:00 p. m. the station is off the air. The Farm program is heard at 8:30 p. m. daily except Saturday and Sunday. A Monday night feature is the Smith Family, from 9:00 to 9:30 p. m.

Musical olio goes on the air at 9:30 p. m. Monday and at 10:15 p. m. Tuesday and Thursday. The Home Circle Concert is heard at 9:00 p. m. Tuesday, the Weener Minstrel Show at 9:00 p. m. Wednesday, Popular Concert at 9:00 p. m. Thursday and Variety Musical at 9:00 p. m. Friday.

Air Vaudeville Presented

The Air Vaudeville is heard at 10:15 p. m. Monday, Wednesday and Friday, at 11:00 p. m. Tuesday and Thursday and at 12:00 midnight Saturday. At 10:30 p. m. Tuesday is heard Memory Time Melodies and at 10:30 p. m. Thursday a Musical Travelogue of the United States.

Sunday programs start with the Sunshine Hour at 8:00 a. m. At 11:00 a. m. is broadcast the Central Church service. Sunday afternoon programs consist of a Musical Matinee at 3:30 p. m., Tree Program (NBC) at 4:00 p. m. and Twilight Musical at 5:00 p. m.

Variety Is Offered

The Downers Grove Sunday Evening Club program is heard at 8:00 p. m., the Sunday Symphony Concert at 9:00 p. m., a Popular Concert at 10:30 p. m., Mike and Herman at 11:00 p. m. and Air Vaudeville at 11:15 p. m., continuing until 1:00 a. m.

The schedule now in effect follows:

Weekdays

10:15 a. m. to 11:45 a. m.
3:30 p. m. to 7:00 p. m.
8:30 p. m. to 1:00 a. m.

Saturday

Same as week days, except that WENR is not on the air between 7:00 p. m. and 12:00 midnight. WENR goes on at midnight and broadcasts for two hours.

Sunday

8:00 a. m. to 12:30 noon.
3:30 p. m. to 6:00 p. m.
8:00 p. m. to 1:00 a. m.

CLEMMONS REVIEWS 1929 SAFETY RECORD

(Continued from Page 1, Col. 2)

4:00 a.m.	5:00 a.m.	2
5:00 a.m.	6:00 a.m.	3
6:00 a.m.	7:00 a.m.	6
7:00 a.m.	8:00 a.m.	3
8:00 a.m.	9:00 a.m.	16
9:00 a.m.	10:00 a.m.	16
10:00 a.m.	11:00 a.m.	27
11:00 a.m.	12:00 m.	11
12:00 m.	1:00 p.m.	5
1:00 p.m.	2:00 p.m.	10
2:00 p.m.	3:00 p.m.	23
3:00 p.m.	4:00 p.m.	7
4:00 p.m.	5:00 p.m.	13
5:00 p.m.	6:00 p.m.	5
6:00 p.m.	7:00 p.m.	4
7:00 p.m.	8:00 p.m.	5
8:00 p.m.	9:00 p.m.	5
9:00 p.m.	10:00 p.m.	2
10:00 p.m.	11:00 p.m.	2
11:00 p.m.	12:00 m.	7

The peak periods between 10:00 and 11:00 a.m. and between 2:00 and 3:00 p.m. reveal the importance of being especially alert at those times.

Careful Driving Urged

Mr. Clemmons stresses the importance of practicing safety away from work, especially in exercising caution in driving automobiles. He points out that motor vehicles were responsible for the accidental death of at least 31,500 persons in the United States in 1929, according to data published by the National Safety Council.

This total represents an increase of approximately 3,500 deaths over 1928 —larger than has occurred in any recent year. During the last 10 years, motor vehicle deaths have increased threefold.

Mechanical Inspection Urged

In addition to exercising caution in driving, it also is suggested that automobiles be frequently inspected to safeguard against accidents due to mechanical defects.

Out of 1,883,000 motor vehicles inspected in a recent campaign in Pennsylvania, 1,332,000 were found to be in need of repair. Almost 56 per cent of the cars required lamp adjustments, while an additional 10 per cent needed entire lamp replacement. Inspectors adjusted brakes on 23 per cent of the cars and found that relining was necessary on five per cent.

Temper

When I have lost my temper I have lost my reason, too.
I'm never proud of anything which angrily I do.
When I have talked in anger and my cheeks are flaming red,
I have always uttered something which I wish I hadn't said.

In anger I have never done a kindly deed or wise,
But many things for which I felt I should apologize.
In looking back across my life and all I have lost or made,
I can't recall a single time when fury ever paid.

I have waked up many mornings and I've shuddered to review
My trail of deeds regretable no gentleman would do.
I've gained nothing to my credit when my fits of temper end,
But I've often gained an enemy, and sometimes lost a friend.

So I struggle to be patient for I've reached a wiser age,
I do not want to do a thing or speak a word in rage.
I've learned by sad experience that when my temper flies,
I never do a worthy deed, a decent deed or wise.

—Contributed.

NEW LOCOMOTIVES ARE PUT IN SERVICE

Two new 80-ton electric freight locomotives were put in service by the South Shore Line on February 6. The addition of these locomotives increases the number in service to twelve, including two 50-ton freight switching locomotives.

The new locomotives are similar to eight previously purchased. The length over all of each is 39 feet, four inches, motor capacity is 1,280 horsepower, with a maximum tractive effort of 40,000 pounds and a speed of 45 miles an hour. They were built by the General Electric Company.

Rapid increase in the South Shore Line's freight business in the last year, with fast and frequent schedules, has necessitated the addition of this equipment. Carload freight from almost all parts of the United States is being handled in increasing amounts by the South Shore Line.

ROY E. FRANTZ TAKEN BY DEATH

Roy E. Frantz, Commercial Agent representing the South Shore Line in eastern territory, died on February 15 following a brief illness. He had been with the company since April 7, 1926.

His sudden death came as a shock to his many friends in the company. Mr. Frantz had a likeable personality that won him a host of sincere friends.

C. H. JONES PRESIDES AT STATE CONVENTION

General Manager Charles H. Jones will preside at the state convention of the Illinois Electric Railway Association to be held at Springfield, Illinois, March 19.

A. E. R. A. Crowd Packs Casino

Everybody had a good time at the Hudson Lake Casino when Chicago Rapid Transit Company Section No. 6, A. E. R. A., and Chicago Elevated Post No. 184, American Legion, joined with Company Section No. 15 in merrymaking the evening of February 21. The picture shows but a part of the large crowd.

THE PANTAGRAPH

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H. E. Langendorff.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The Pantagraph** ***by mail at home.***

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Use Your Leisure to Advantage

"Time is one thing that can never be retrieved," says the **New York World.** "One may lose and regain a friend; one may lose and regain money; opportunity once spurned may come again; but the hours that are lost in idleness can never be brought back to be used in gainful pursuits. Most careers are made or marred in the hours after supper."

What is done with leisure is held to be often as important as what is done while at work.

Do you spend your time in idle dreaming? Do you just kill time? Or do you devote a share of it to thinking? To constructive dreaming? To things that will help you? Even in relaxation you can better yourself.

Relaxation is coming to have a larger meaning than taking a nap. Relaxation often is found by turning one's hand or mind to something that requires the expenditure of a different kind of effort. A brief change in the kind of activity will often relieve strain and stimulate one.

Getting the most out of spare time will prove of vast benefit to everyone.

Make an appraisal of your leisure time. Is it doing you any good or is it being wasted?

Do It Cheerfully

Most of the joy of life is in contact with pleasing personalities. A grouch is worse than a rain at a garden party.

There isn't a business anywhere, worth working for, that won't pay a premium for a smiling face and a governable temper.

Business today is totally a matter of co-operation. There isn't room for the sour individual who can't work unless he has a private cave, cut off from human contact.

This type is passing out—with the horse and buggy, the Saturday night bath and the farm hand breakfast.

Just doing our little job well isn't enough. We must do it cheerfully.—Rail-Light News.

Special Caution Urged

The study by W. W. Clemmons, Safety Engineer, showing the time at which accidents occurred to employes during the past year, calls for special consideration by South Shore Line employes.

The high peak periods between 10:00 and 11:00 a.m. and between 2:00 and 3:00 p.m. seem to indicate some particular cause, as yet unexplained, for mishaps in those hours, generally believed to be mental fatigue. The importance of being doubly alert for the safety of oneself and his fellow workers at such periods is stressed by safety experts. The necessity of guarding against laxness at any time cannot be emphasized too much.

Resolve and Remember

One of the wisest resolutions any man can make is that he will do the best he can as he goes along and treat others as he would like to be treated. If he does this he will give a day's labor for a day's pay, keep out of debt except for a home, be courteous to the family as well as to the boss, and remember—just remember. A resolution forgotten is a proof of weakness.—Transportation.

Insurance

Insurance is not offered you as something you can or will profit by. It is offering you the privilege of contributing something towards alleviating the sorrow and distress of others.—Peoples Gas Club News.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Patron—"Waiter, there is a piece of rubber tire in my hash."
Waiter—"Yes, the automobile is displacing the horse nearly everywhere nowadays."

! ! !

"This, my dear, is the picture 'The Angelus,' by Millet."

"Why the painter has copied the calendar that has been in our kitchen for ten years."

! ! !

No matter how "catty" a woman may be, she is still afraid of a mouse.—Peoples Gas Club News.

! ! !

Teacher: "Robert, if seven boys went to the creek to swim and two of them had been told not to go in the water, how many went in?"

Robert: "Seven."

! ! !

"Do you believe a rabbit's foot brings good luck?"
"You bet I do! My wife felt one in my pocket once and thought it was a mouse."

! ! !

Charles, aged four, had quarreled with his sister Louise, aged six, and relations were strained. In a truly feminine manner Louise at last said solemnly:

"Charles, you're a naughty boy. If you keep acting this way you'll not go to heaven."

"I don't want to go to heaven," he answered boldly.

"What! You don't want to go to heaven with mama and me?"

"No!" he snapped back, "I've made arrangements to go with papa."

! ! !

A scientist announces that life is just a vibration. Maybe that's why some persons jar your nerves so much.

! ! !

First Hobo (arrested for fighting): "And then, yer honor, he ups and hits me wid a railroad tie."

Second Hobo: "Yer honor, 'twas all in fun. I wuz jis' havin' a pillow fight wid 'im.—The Glee Club, Chicago Daily News.

! ! !

"Words ending in 'ous' mean full of, as joyous means full of joy and vigorous means full of vigor," said the teacher. "Now give us an example of such a word."
Tommy raised his hand and said, "Pious."

! ! !

The owner had just insured his building against fire.

"What would I get," he asked the agent, "if my building were to burn down tomorrow?"

"Oh, I should say about ten years," replied the agent.

! ! !

"How's your wife getting along with her driving?"
"She took a turn for the worse the other day."

! ! !

A colored preacher had just concluded a sermon on "Salvation Am Free," and announced that a collection would be taken up for the benefit of the parson and his family. A member of the congregation objected to the paradoxical nature of the proceedings and received this bit of logic in response:

"S'pose you were thirsty and come to a river. You could kneel right down and drink your fill and it wouldn't cost you nothin'. The water would be free. But s'posin' you had that water piped to your house. You'd hab to pay, wouldn't you? The salvation am free, but its habin' it brung to you what you got to pay for."

! ! !

Teacher—"What is the interest on a thousand dollars for a year at two per cent?"
Pupil—"For two per cent I'm not interested."

! ! !

Sweet Young Thing—"Jimmy says he can read me like a book."

Catty Friend—"Perhaps he means, my dear, that you are a very plain type."

! ! !

"Oh well," said the fat man as he swallowed his collar button, "anyway, I know where it is."

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

It was on the eighteenth of January that Gertrude Barnett of the Passenger Account Department froze her hands. First reports said she would have to have at least one hand amputated. Later it was said possibly two fingers would have to be sacrificed, but the latest reports are that she is coming out fine and will not lose any. Gertrude is very fortunate in having both a nurse and a doctor in her immediate family. She is now receiving treatment at the home of her brother-in-law and sister, Dr. and Mrs. H. J. Collins of Detroit, Michigan.

Mabel Farber
Correspondent

Miss Margaret Margraf of the Freight Accounting Department underwent an operation for appendicitis. She is recuperating at home at present, but will be back at the office before many days.

Miss Florence Hoffman is running the Elliot Fischer in her absence.

Edna Anderson, a former employe, is working in Gertrude Barnett's place.

Party Attends Theater

Jim Haller says it won't be long now until he will have open house in his beautiful suburban home in Edgewood.

Twelve young ladies from the office enjoyed Washington's birthday. They made up a theater party and enjoyed seeing "Nina Rosa" at the Great Northern. In the evening some of the party went to the Aragon to dance.

Mr. Connell attended the Overcharge Division of Chicago Claim Conference at Hotel Sherman February 21.

Several Away on Visits

Bernard Russell, recently of the Car Accounting Department, has taken a position with the Utility Service Company at Indianapolis.

George Gensch looks rather lonesome these days. Mrs. Gensch and Junior have gone to Hot Springs, Arkansas. Junior had a severe case of the flu recently.

Mrs. F. G. Williamson and little daughter are visiting relatives at Waukesha, Wisconsin.

J. C. Rose and Miss Erna Rudolph attended a church convention at Kenosha, Wisconsin, on February 22.

Freight

Evalyn Knight
Correspondent

Several important changes have recently taken place in the Freight Department.

Hammond station has been relieved of billing and expensing, this work having been given to Kensington. The B. &. O. C. T. connection has been established at the Empire Refining Co., at East Chicago. Mr. Ferner and George Moon, Warehouseman, are left to conduct business.

South Bend Freight

Thomas McCaskey and family spent the week-end of March 1 taking a flying trip to Ohio and points east. Several of the cities visited were Fayette, Ohio, and Morency, Michigan.

Evalyn Knight
Correspondent

Mrs. A. C. Culp, who suffered an illness several weeks ago, now is able to walk with the aid of a crutch. We hope for a speedy recovery.

James Rensberger suffered slight injury to his heel recently when a bar of steel slipped from its place.

Hammond Freight

D. P. Ferner came back from Chamber of Commerce meeting the other day without his hat. Someone walked off with it but brought it back the following day.

Mr. Ferner and F. A. Steffaniak had the pleasure of shaking hands with Samuel Insull, Jr., at the Chamber of Commerce dinner at Hammond, Feb. 6.

When returning home from the office Thursday evening, February 6, Miss Minnie Schroeder, the cashier at Hammond Freight, met with a slight accident. She was hit by an auto when crossing the street in Hammond.

Mrs. Wanda Ferner, Clerk, recently made a trip to Milwaukee, Wis., to visit with her mother over the week-end.

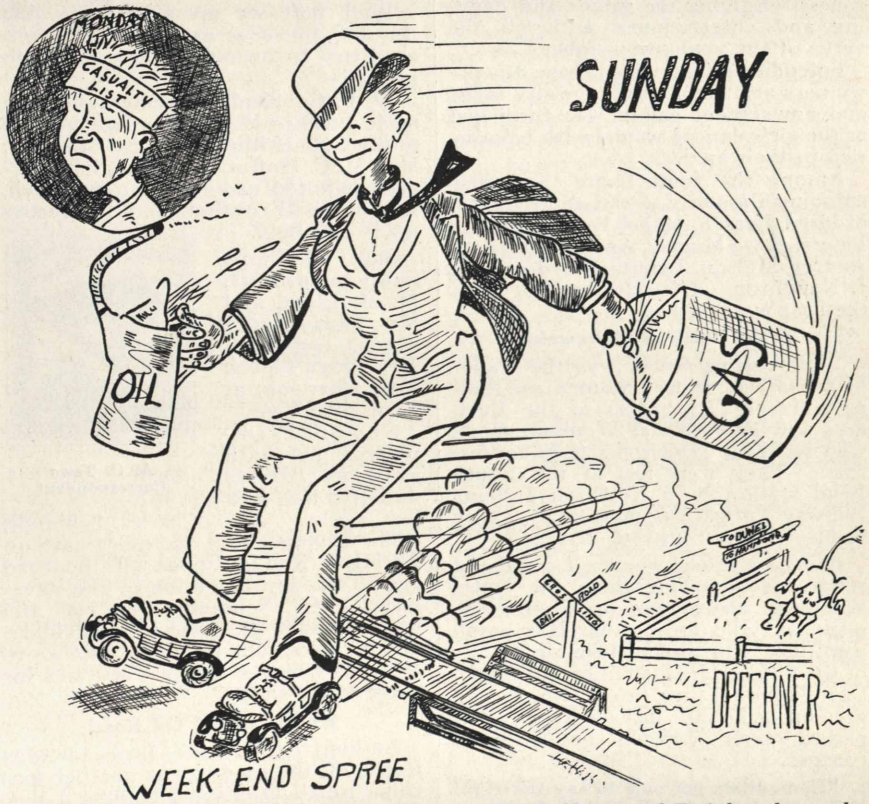
General Offices

M. J. Naughton
Correspondent

"If you have faith, preach it; if you have doubts, bury them; if you have joy, share it; if you have sorrow, bear it. Find the bright side of things, and help others to get sight of it also. This is the surest and only way to be cheerful and happy."—Selected.

March came in like a lion, with its snow and blustery winds and storm, and let's hope it will go out like a proverbial lamb. The pussywillows along the roadside are bursting out and inviting you to take them in out of the cold; and here and there out of the dead leaf drifts peep forth a few bold cro-

The Menace on the Concrete



This cartoon drawn by D. P. Ferner, Agent at Hammond Freight, shows the menace of the highways—the reckless, irresponsible driver who endangers the lives of other motorists and is the chief worry of the motorman. When you see him coming, give him a wide berth.

ALONG THE SOUTH SHORE LINE

cuses in all their yellow glory—all of which promises us many bright days to come.

On Sunday, March 9, Miss Rue Marie Vanouse, the extra switchboard operator, conducted a party of thirty-seven from Michigan City to Chicago, for a "Trip to Chinatown," one of the Metro Land tours. After seeing the Chinatown wonders they enjoyed a theater party.

Who is next to sell South Shore Line service by organizing a party for one of the fine trips offered by the Outing and Recreation Bureau?

M. J. Naughton
Correspondent

Last month thirteen of the office girls were treated to a real thrill in the party sponsored by Miss Evelyn Behler, Miss Martha Bartels and Miss Agnes Spychalski. A real Apache party—and a very novel one, too. Large candles in bottle containers furnished the only light for the Terminal hall. The committee in their tight, short skirts and bright hued sweaters and berets were a treat to the eye.

Mrs. B. L. Smith, the wife of our signal engineer, made a very fine patroness, enjoying the games and dancing and entertainment with all the verve of the youngest member.

Splendid prizes were given to the winners at bunco. A very pretty sight and amusement galore was furnished as the girls danced around with baloons tied to their ankles.

Among the South Shore Line girls enjoying the party were Lea Hennard, Mildred Larsen, Mabel Farber, Esther Peters, Rose Mentag, Anna Boothroyd, Audrey Melson, Loretta Lloyd and M. J. Naughton. The refreshments were the best we ever had.

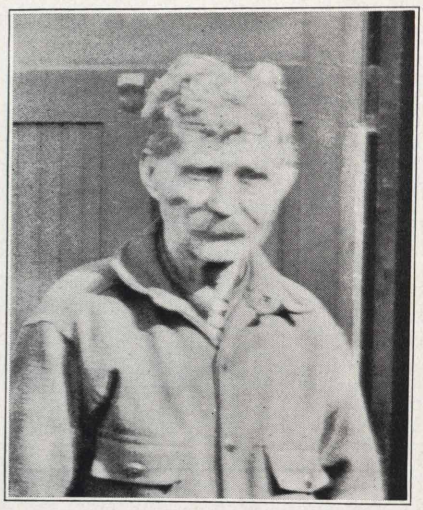
Takes Party to Mishawaka

Your correspondent was the leader of a party of sixteen women on Sunday, March 2, members of the Business and Professional Women's Club, who went to Mishawaka to a conference. They were met at the South Bend station by a Northern Indiana Railway Transit bus, manned by a very handsome and courteous driver.

Being a railroad woman, I could not refrain from telling them the "steel highways are always open"—for six members who drove from Hammond were only too glad to take advantage of the fine service offered by our South Shore Line on their return trip, and on account of the inclement weather parked their cars in South Bend garages.

"Remember not only to say the right thing in the right place, but far more difficult still, to leave unsaid the wrong thing at the tempting moment.—Franklin.

Henry Young



Henry Young, Blacksmith, Maintenance of Way Department, has been with the South Shore Line for 13 years. You'll find him on the job every day.

Shops

A. C. Tews
Correspondent

Well, here we are after being "off the air" for several issues. We will again try to be on the program each issue.

W. F. Coonrod, Carpenter, and wife made a trip to Monticello, Indiana, due to the serious illness of their daughter, Mrs. M. C. Hoffman. A slight improvement is noted in her condition, which, we hope, will continue until her recovery is complete.

A. C. Tews
Correspondent

Supt. of Shops and Equipment, M. M. Lloyd and Mrs. Lloyd, spent a week-end with Mrs. Lloyd's niece Mrs. Harrison, at Louisville, Ky.

Several employees met with auto accidents during the past few weeks. Mrs. Charles Schlundt, while driving about six miles east on Michigan Road, slipped off the road due to the icy condition of the pavement. Mr. Schlundt was cut and bruised about the head and shoulders, it being necessary to take 18 stitches to close his wounds. He has resumed his work at the shop.

Knoll Forced Off Road

Anthony Knoll, Relief Inspector, was forced off the roadway by another machine which attempted to pass a bus. Mr. Knoll sustained numerous bruises and scratches, but was not seriously injured, although all the glass was shattered and the body of the car was completely wrecked when the car turned over. Mr. Knoll has returned to his work.

Ora Thorne, of Gary, visited his mother, in Brazil, Ind., who has been confined to her home due to illness.

Inman Presents Film

John Inman, Armature Winder, presented the motion picture "The Fair of the Iron Horse" before the Notre Dame Engineering Club on March 3. Approximately 100 members were in attendance.

"Capt." Kidd, Chief of the Pirate Band of Freight Car Inspectors, has added another member to his crew, John J. Lowe.

Sproule Is Relief Inspector

Harold Sproule has been transferred from Inspector Helper to Relief Inspector and is performing these duties in an efficient manner at the Randolph Street Terminal.

Charles Evans and family were called to Jonesboro, Indiana, due to the death of his step-father, and the serious illness of his mother. Our sympathy is extended to them.

John M. Hart, of Randolph Street Terminal, was called to the bedside of his father at Decatur, Ala. It is reported that Mr. Hart is improving slightly.

Wood Visits Old Home Town

Herschel Wood of South Bend Terminal spent a week at his old home town, Jacksonville, Ill. This is his first visit there for several years and he reports having a fine visit with his mother, sister and brother.

Signals

Evelyn Behler
Correspondent

Evelyn Behler
Correspondent

A safety meeting was held for signalmen March 5. The talk was given by I. Gordon.

We extend our sympathy to R. W. Duclos, Maintainer, whose mother died recently.

The Signal Department has installed new automatic gates at Calumet Ave., Hammond. These are of a more modern type than the old ones.

A picture of Ralph Talbott, youngest son of Maintainer W. J. Talbott, was received too late for this issue. Watch for it next time.

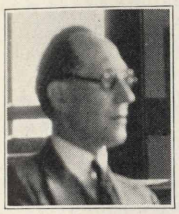
South Bend Terminal

C. W. Veach
Correspondent

P. M. Dabbert, Ticket Agent, plays on the South Shore Line basketball team.

Miss Esther Kayler and her sister, Florence Briggs, spent the week-end of March 8 in St. Louis, Mo., their old home town.

ALONG THE SOUTH SHORE LINE



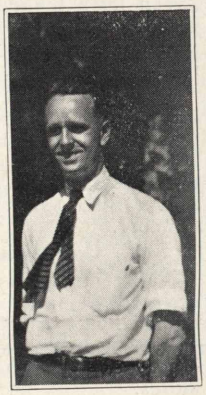
Mr. Veach
Correspondent

E. N. Kaser, Chief Clerk, South Bend Traffic Department, who has been forced to use crutches for some time on account of a lame foot, is able to get around with the use of a cane.

A. W. Oberfell is making a change in residence, from a flat to a house with a nice yard for the benefit of his sons, Bobby and Jimmy.

Ways and Structures

W. M. Lloyd
Correspondent



W. M. Lloyd
Correspondent

The Ways and Structures Department has completed some major jobs during 1929, chief among which is Burnham yard. This yard, which has been two years in the making, contains five yard tracks and two main tracks and has a capacity of 247 cars. Four of the tracks are laid with 100-pound steel and are ballasted with crushed stone and slag. The remaining tracks are 70-pound and are laid on slag ballast. This yard, which extends from the state line to Burnham, will facilitate the handling of carload freight with the Chicago and Western Indiana and the Belt Railroad of Chicago.

Gravel Pit Spur Ready

Work also has been completed on the gravel pit spur at South Bend. This track is constructed entirely of 66-foot, 100-pound rail, continuous joints and drive fit bolts. All ties are tie plated and gravel ballast was used throughout, making this one of the most expensive industrial tracks ever built on our road. This due to the fact that our tracks on Westmore and Nancy streets, two new streets running through the heart of the new Bendix industrial and residential development on the western edge of South Bend.

This work was done during the winter in order that the track would be ready for service March 1 when operations will again be started at the gravel pit for the summer. Besides serving the Hoffman gravel pit, this spur also serves the Independent Concrete Pipe Company and the Kurt Concrete Company.

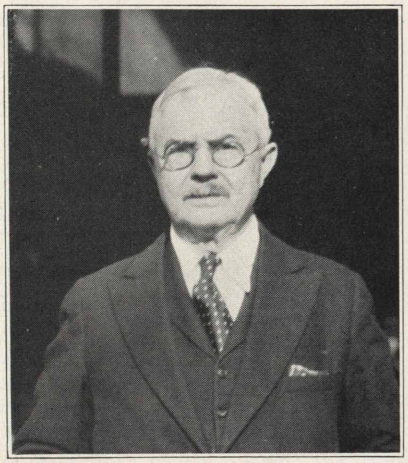
Sidings Constructed

Work also has been completed on the new E. J. & E. interchange at Aetna which adds about 45 cars to the capacity of this interchange track. At the new Empire Oil plant at Shearson Tower, a new siding with a capacity of approximately 40 cars has been put in service.

Other jobs finished last year were the extension of Olive and New Carlisle sidings and the construction of a new freight passing track at Andry, 3,500 feet in length. Over 8,000 feet of track was laid at the new Northern Indiana power plant spur at Michigan City. This track is all 100-pound steel, tie plated and laid on slag ballast. This job will not be completed until some time this year.

Looking forward in 1930, there are two big jobs before us. These are the Michigan City-South Bend rail relay and the 100-pound rail relay in Hammond.

Has New Quarters



W. J. Lyons, Ticket Agent at East Chicago, is well pleased with the new station. It's a pleasure, he says, to have such a roomy place to work in.

INSURANCE IS URGED FOR ALL EMPLOYES

Employes of the South Shore Line who have not yet availed themselves of the protection afforded by the low rate insurance offered through the company, are urged to take out coverage at once.

One dollar a month gives the employe $1,000 of life insurance and $1,000 additional to the beneficiary if the insured dies in an accident.

Officials of the company remind those who have not taken out the insurance, that there is no better protection for anyone fortunate enough to be working for a company which offers group insurance.

This insurance has many attractive features. It is inexpensive—ordinary insurance costs much more than group insurance; no medical examination is required; payment is prompt—deliveries of checks are usually made within 24 hours after receipt of the death certificate; and protection is provided for dependents of the employe against the possibility of his loss of earning power.

BOWLING TEAM TIED FOR LEAGUE LEAD

The South Shore Line bowlers are tied for first place in the Michigan City Industrial League. To date they have won 11 and lost four games in the second half of the league's season.

On February 11 the company pinmen took three straight games from Weil-McLain No. One and on February 18 they took three games from Dunham. On February 25 they won two out of three games from the Northern Indiana Public Service Company and on March 4 they won one out of three from Weil-McLain No. Two.

On March 18 and March 25, the company team will bowl at 9:00 P. M. at the Palace Alleys, Michigan City. The members of the team hope that a large delegation from the South Shore Line will be present to aid them in winning undisputed first place.

Plans are being made to play a third and final game with the Gary Railways team and with the North Shore Line team during March.

BASKETBALL SQUAD PLAYS BEFORE 4,525

In 18 games played this season, the South Shore Line basketeers have performed before an aggregate crowd of 4,525. Thirteen games have been played in the Michigan City Industrial League and five outside the league.

The total league score of the company squad is 320, against 323 for its opponents. Although it has lost 10 games out of 13, in most cases it has been nosed out by from only one to six points.

Phil Dabbert leads in points scored, having netted 83 points in 16 games. Al Laskoske runs a close second, with 82 points in 13 games, and Joe Connelly is third, with 77 points in 17 games. Kenneth Kimmel has scored 59 points in 15 games, Earl Atkins 54 in 16 games and Otto Kienitz 30 in 15 games.

B. L. SMITH WRITES MAGAZINE ARTICLE

The March number of **Railway Signaling** contains an article on electric interlocking protection at drawbridges, written by B. L. Smith, Signal Engineer.

GOING BACK AN ISSUE

The current issue of The Pantagraph is dated "February, 1930" instead of for the present month. Last month's issue was dated "March" by mistake, so we go back a month this time.

Electrical Representatives

Here are Glen Westphal, Arthur Schellenberg, J. Curran and Henry Thorsen, all of the Electrical Department, snapped while working at Burnham yard.

Safety Meetings April

Freight Station—1:00 p.m., April 2. South Bend Terminal.

Mechanical — 2:00 p.m., April 2, South end Terminal.

Signal—7:30 a.m., April 3, Michigan City Shops.

Mechanical — 11:00 a.m., April 3, Michigan City Shops.

Freight Station—1:00 p.m., April 3, Michigan City Shops.

Bridge and Building — 3:45 p.m., April 3, Michigan City Shops.

Electrical—8:00 a.m., April 4, Michigan City Shops.

Mechanical—2:30 p.m., April 4, Gary.

Maintenance of Way — 7:30 a.m., April 7, Gary.

Maintenance of Way (Special Car) —8:30 a.m., April 7, Gary to South Bend.

Crossing Flagmen and Gatemen—5:30 p.m., April 7, Gary.

Freight Station—1:00 p.m., April 8, Gary.

Freight Station—2:00 p.m., April 8, East Chicago.

Freight Station—3:00 p.m., April 8, Hammond.

Freight Station—4:30 p.m., April 8, Hegewisch.

Freight Station—6:00 p.m., April 8, Kensington.

Trainmen—8 a.m. to 8 p.m., April 9, Randolph Street.

Mechanical—2:00 p.m., April 9, Randolph Street.

Central—1:45 p.m., April 25, General Office.

"If you don't beat that train to the crossing," said Ella, "I'll never ride with you again."

And she didn't ride with her boy friend again.

EAST CHICAGO STATION MOVED ACROSS STREET

The new South Shore Line passenger station in East Chicago, at 819 Chicago avenue, was opened Friday, February 28. It is on the south side of the street, almost opposite the old location.

The Line's new station is more spacious than the old one, adds much to the convenience of the traveling public and has a candy, newspaper and cigar stand.

ATTRACTIVE PROGRAM WILL BE PRESENTED

(Continued from Page 1, Col. 3)

tended an official welcome to the visitors. H. M. Lytle, Vice-President of the Chicago Rapid Transit Lines, made the response.

Following this, the assemblage sang the first stanza of "America." Then while all remained standing, the color guard advanced the colors, after which the national anthem was played. Chaplain Smith, State Chaplain of the Department of Illinois, American Legion, gave the invocation.

"Legion Sweetheart" Sings

Master of Ceremonies Fred Boissey of Chicago started off the merriment with a speech on "Georga da Wash," followed by two acts of Legion entertainment. A group of songs was sung by Jean de Fries, "Sweetheart of the Legion," and performances were given by a magician. The drum and bugle corps of the Elevated Post, which has won an enviable reputation in national circles, was then presented.

Howard P. Savage gave a brief talk on "George Washington" next, which was followed by two more acts. Cliff Jones, of Chicago, was presented as the "real George Washington" and the Storer Sisters entertained with fancy dancing.

Crowd Enjoys Dance

The remainder of the evening was devoted to dancing. Music was furnished by "Bernie's Band," consisting of seven pieces. Refreshments were served and favors were given to the ladies.

Music during intermissions was furnished by the Elevated Post.

The headliner on the April program will be a fascinating demonstration with liquid air.

Engineering Field Crew

Leo Schopp, James Root and Al Boller are these three members of the Maintenance of Way Department. Mr. Root joined the department's forces several weeks ago.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 MARCH, 1930 No. 3

LEGION POST TO GIVE SHOW

GENERAL MANAGER OUTLINES PROGRAM FOR CURRENT YEAR

Charles H. Jones Tells Employes Line's 1930 Plans Demand Utmost Co-operation

"We are starting one of the biggest years in the history of the South Shore Line which calls for the utmost co-operation from all employes," declared Charles H. Jones, General Manager, in his address before the January meeting of Company Section No. 15, A. E. R. A., held in the Masonic Temple, Michigan City, January 24.

Mr. Jones gave a very interesting and instructive review of activities and accomplishments during 1929 and presented a still more interesting outlook for 1930. He outlined the South Shore Line's program for the year and pointed out problems which must be solved for holding and increasing the patronage of the public.

Public Wants Service

He gave a brief discussion of how the Line's budget is made, and follow this by explaining how estimates are prepared five years in advance to meet the transportation needs of the public. Among other things, he cited the growing demand for luxury in travel.

"Looking back over the past year," Mr. Jones said, "the South Shore Line has accomplished a great deal and has been signally recognized in the electric railroad industry by the winning of the Coffin Award and the Electric Traction speed trophy. While these are the two outstanding individual accomplishments, the whole year has been filled with activities worth noting.

Greater Efforts Necessary.

"But we can't content ourselves with looking back over the past year and basking in the glory of these accomplishments," Mr. Jones continued. "The program for this year calls for work from each one of us much greater than last year.

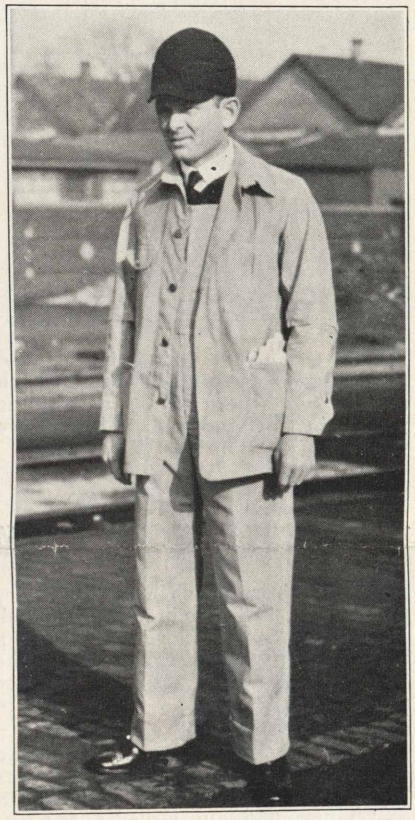
"Competition is increasing each day and is a challenge to the ingenuity and resourcefulness of the employes and this railroad. If service is not rendered to the public in accordance with the standard which it expects, the public will cease to be our patrons and will use its own private means of transportation. It becomes the duty of each employe in his own way to see that he performs one hundred per cent satisfactory service.

"Before winning the Coffin Award, a failure was looked upon as an error which any company might make and could be usually easily excused. Now, however, any failure is considered by the traveling public as the failure of a 'super' railroad and brings a tremendous amount of criticism down upon us.

"For this reason our task becomes increasingly harder. If we are to succeed, every employe must put his shoulder to the wheel."

Mr. Jones concluded by thanking the employes of the South Shore Line for their loyal co-operation during 1929 and asked for their continued support during the current twelve months.

"Young Doc"



Motorman Lester Helm is the third of the trio who received much praise several weeks ago when they manned a Special from Chicago to Tremont and return. Pictures of Conductor Wallace Storey and Collector Norton McNulty, the other two, were shown last month.

A. E. R. A. Party To Be On Friday At Hudson Lake

Rapid Transit Lines Legionnaires To Entertain Feb. 21; Dance To Follow.

High class entertainment by experienced actors of the Chicago Rapid Transit Lines Legionnaires will feature the program of the next meeting of Company Section No. 15, A. E. R. A., to be held Friday night, February 21, at the Hudson Lake Casino. The merriment will start at 8 o'clock.

Chicago Elevated Post No. 184 of the American Legion, led by Past National Commander Howard P. Savage, Past Commander of the Elevated Post, with Rapid Transit Company Section No. 6 of the A. E. R. A. assures South Shore Line folk of a full evening of fun long to be remembered. Approximately 500 employes and their families of the Rapid Transit Lines plan to attend this party. A special South Shore Line train will carry them from Chicago to Hudson Lake and return.

Following the entertainment by the visitors, there will be dancing. Music will be furnished by a seven-piece orchestra.

Refreshments will be served.

Special To Carry Employes

A special train for South Shore Line employes and their families will leave the Michigan City station at 7:26 p. m. All trains will stop at Hudson Lake during the evening.

At the A. E. R. A. meeting January 24, W. W. Clemmons, Safety Engineer, chairman of the sick and relief committee, presented resolutions of sympathy and regret on account of the deaths of Ralph Parkhouse and A. E. Staschen.

E. H. UTLEY, JR., GIVES ADDRESS IN COLUMBUS

E. H. Utley, Jr., General Auditor, delivered an address at the sixty-first meeting of the Central Electric Railway Accountants' Association held at the Deshler-Wallick hotel, Columbus, Ohio, January 31 and February 1. Mr. Utley's topic was "Refinements in Railway Accounting."

H. O. Connell, Auditor Freight Revenue, also attended the meeting and gave an address on "Freight Revenue and Operating Statistics."

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
H. E. LANGENDORFF.....Editor

VOL. IV MARCH, 1930 No. 3

Contributions and pictures should be in the hands of the editor by the third of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

Employe Activities

An oft heard criticism of the American people today is that they want their entertainment prepared for them and that they no longer have the ability to provide amusement for themselves.

Passive entertainment has its advantages, but so, too, has active entertainment in which every individual takes part. For variety in this day of passive entertainment, South Shore Line employes have provided for them various outside activities.

There is no obligation on the part of anyone to take part in them, but it is assumed that employes desire them.

A large part of the South Shore family takes advantage of such opportunities and enjoys them. Those who have not yet joined in are urged to share in these activities.

Work

"While many volumes have been written about the science of political economy," an article in **The Valve World** tells us, "the whole science may be said to stand upon one word—Value. And the means through which value is created also may be compassed by one word—Work."

Work is the expenditure of physical or mental energy or a combination of both. The chief object of our working is to create value. By and large, the more and better we work, the more value we will create.

"There is but one road to value," we read further, "and that road will be longer or shorter to us exactly in proportion to the amount and quality of our work. Industry and thrift are but other terms for work and the creation of value."

Good News for Scribes

It is about time the PANTAGRAPH Scribes get something to eat again. A year has passed since the last dinner, during which time they have done their work well, without reward and without complaint.

Within the next few weeks these faithful journalists will be rewarded. As in previous years, an interesting speaker will be engaged and there will be plenty of time for shop talk.

Portland Sheik

Believe it or not, this is Dan Haley, Ticket Agent at Randolph Street, back in the days when he was a "flaming youth" in Portland, Ind. The picture was taken when he was 15 years old.

BOWLERS CONQUER NORTH SHORE TEAM

North Shore Line invaders were trounced by 223 pins in a return match played with South Shore Line pin men in Michigan City February 8. The South Shore Line team took three straight games with a total score of 2,643.

Every member of the team bowled a good game. Total individual scores were: Rank, 522; Mallon, 525; Pipher, 568; Timm, 586, and Krueger, 542.

Stand High in League

The bowlers wound up the first half of the season in brilliant form, with a total of 37 games won and 14 games lost, holding third place securely and dropping the lead team into second place.

The pinmen took three games from Smith Brothers on January 14 and three from Josam on January 21. Then on January 28, they took two out of three games from Karpen Brothers, who until that time had been in first place. This South Shore Line victory forced Karpen into second place, putting Sullivan in the lead.

On February 1 the South Shore Line team won by 95 pins from the team of the Communications Department of the South Shore Line and associated companies. A return match will be played within the next few weeks.

At the start of the second half of the Michigan City Industrial League's season, the South Shore Line pinmen on February 4 won two out of three games from Sullivan, the leading team in the league.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Little Lucy and her father were watching mother have her hair marcelled. Lucy reached up and touched her father's bald pate, saying "No waves for you, Daddy; you're all beach."

! ! !

The new minister beamed at the congregation on his first Sunday and said: "I see before me this morning many bright and shining faces."

Immediately eighty-seven powder puffs went into action.

! ! !

"What does that young son of yours do?"
"He's a girl scout."
"You mean a Boy Scout."
"No, he's always scouting for girls."

! ! !

Sailor (struggling in water) "Help, I can't swim. Drop me a line."
Captain "Yes, and you write me sometime, too."

! ! !

A girl met an old flame and decided to high hat him.

"Sorry," she murmured when the hostess introduced him to her, "I didn't get the name."

"I know you didn't," he answered, "but that's not your fault—you tried hard enough."

! ! !

"Hey, there!" cried the husband as his wife was going through his pockets, "that belongs to me."
"It won't belong now," she replied.

! ! !

A flapper says that every time she goes out with her new boy friend, her heart beats so loud it sounds like a drum, but she's figured out that it's just a call to arms.

! ! !

A hunter, mistaken for a deer, was shot down by a friend.
"Tell my people I died game," he gasped.

! ! !

"You say you were in the town where I live last week?" she murmured.
"Yes."
"And you thought of me?"
"Yes. I said to myself, 'Isn't this where what's-her-name lives?'"

! ! !

"How is the highway from here to Bunkville?"
"Finest I ever detoured around."

! ! !

Father: "Are there half fares for children?"
Conductor "Yes, under fourteen."
Father: "That's fine. I have only five."

! ! !

"About a half mile from the crossing he put on a great burst of speed to get there ahead of the train."
"Did he get across?"
"Yes. They put it on his tombstone."

! ! !

A Scotchman was taking a friend to see his new house.

"I notice," said the friend, "that you've nailed the paper on the walls instead of pasting it on. What's that for?"

"Oh," answered the Scot, "you see, we may not be living here always."

! ! !

The result of racing an automobile against a train for the right of way at a grade crossing is that the undertaker brings home the bacon.

! ! !

Judge: "Why didn't you speak to your wife for a whole year?"
"I didn't want to interrupt her."

! ! !

There was a Scotchman whose son had the ambition to be a musician. The father let the boy's hair grow and told him the rest was up to him.

! ! !

Optician says that only about 10 per cent of the people have perfect vision. The 90 per cent constitute the cock-eyed world.—ARKANSAS GAZETTE.

ALONG THE SOUTH SHORE LINE

Freight

Evalyn Knight
Correspondent

KENSINGTON FREIGHT STATION

We wish to express our sincere sympathy to Gene Harrison, whose wife passed away on January 18 at the home of her parents, Mr. and Mrs. Schultz, in Michigan City, where they lived at that time. She had been ill about four months.

Mr. Calvin, our Foreman, is sick with the "flu," and we all hope for a speedy recovery.

"Dave" has a brand new wrist watch.

Mr. Provis, Agent, has recently had a photograph taken of his little daughter. Effie promises us a picture in next month's "Pan."

SOUTH BEND FREIGHT STATION

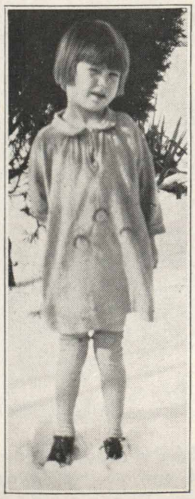
Those who have been on the sick list at some time during the past month are Mrs. H. A. Chouinard and little Miss Emma Jean Culp. Both patients are very much better now.

Evalyn Knight
Correspondent

James Kline recently had the misfortune of having his toes injured by a heavy piece of freight. The injury necessitated a few day's vacation, but he is at work again.

The hours of closing our warehouse and office here at South Bend were recently changed to conform to hours observed by the other freight houses in the city. Everybody is benefited and pleased by the change.

Since business has picked up at the New York Central interchange, it has been necessary to open a yard office at the old freight house yard at Olive street. Jimmie Rensberger is in charge during the day and Tom McCaskey takes his turn walking up and down the track nights.



Rose Marie Moyer

Mr. and Mrs. Fred Smith are trying the suburban life of New Carlisle for several weeks.

James Rensberger has become tired of bachelor life alone and has taken up residence in a boarding house.

Roscoe Arnold has recovered sufficiently to be able to help about the office. He is glad and so, too, are his friends.

We are glad to welcome C. R. Moyer back to our fold. He was formerly the night clerk here, but was promoted to the agency at New Carlisle some time ago. Since the latter has been made a one-man station, Mr. Moyer has been put back on here at South Bend, replacing I. K. Mummey.

Robert Moyer, Jr.

J. W. Freidline recently spent a week-end in the old home town, Muncie, on business.

NEW CARLISLE

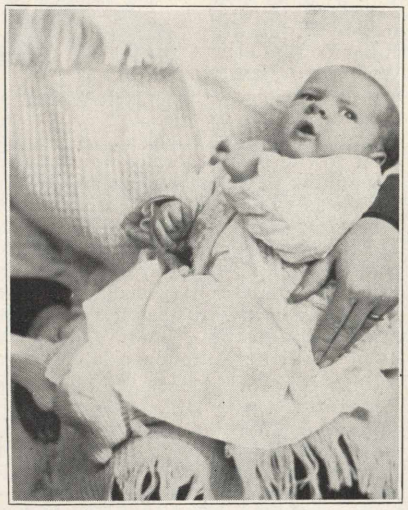
New Carlisle is now a one-man station, the change having been made at the first of the month. Frank Bleasdale, former Night Agent, has been made the new agent.

Mr. Bleasdale is a resident of New Carlisle and has been in the employ of the South Shore Line for about a year.

FRANKLIN & AUSTIN FREIGHT

We have neglected to announce the arrival of a new son, Donald Charles Hansen, on Nov. 16, 1929, to Mr. and Mrs. Chris Hansen. (Chris is the smiling Cashier of F. & A. Station.) The bouncing boy topped the scales at six pounds and fourteen ounces. The "new Boss" is in full command of the home.

He's Made a Good Start



His parents have a mighty good reason to be proud of this young man. We've seen many a promising looking youngster, but this chap holds the record for five weeks old, when the picture was taken. He is Edward Harold Utley III, born November 3, 1929.

Some of the boys at F. & A. have taken in a couple of the grand opera performances and say it's great stuff.

HAMMOND FREIGHT STATION

The picture shown is one which was taken of D. P. Ferner when he was employed by the Chicago and Northwestern Railway, at Cascade Junction, Michigan, in 1919. You will note that the mustach is now missing.

D. P. Ferner

George Moon, Warehouse Foreman, has keen kept busy shoveling snow from the platform and brushing snow from the freight. He is hoping for brighter days soon when spring comes.

Signals

Evelyn Behler
Correspondent

B. L. Smith, Signal Engineer, attended a dinner at the Sherman hotel in Chicago and a theatre party given by the Adams Westlake Company.

Evelyn Behler
Correspondent

Ralph Osborn, Signal Maintainer at Gary, spent Sunday with his family on the farm near Hamma.

R. Duclos, Signal Maintainer at Tremont, had one of his fingers frozen during our cold weather.

Charles Beebe, Signal Helper at Hammond, fell into the water while pulling the wire at the Drawbridge, but suffered no ill effects.

Ways and Structures

W. M. Lloyd
Correspondent

Jim Mallon is now the proud possessor of a certificate as a Registered Professional Engineer of the State of Indiana. Jim made application some weeks ago and when the board met in Indianapolis recently they passed on the application.

L. G. Hallis, one of our new members, is the proud papa of a 7½-pound boy who arrived December 11.

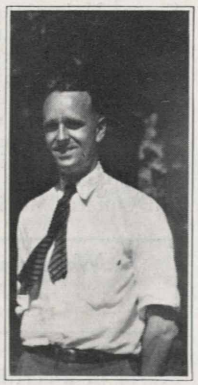
We have three men with us that are unknown to the most people on the railroad. They are George Justus, Joe Bennitt and Mac McLaren who have their headquarters at the South Bend Chilled Plow Works. They are from Mr. Hyatt's office and are busy laying out the new freight terminal in South Bend.

Mr. and Mrs. W. A. Underwood were in Columbus, Ohio, Friday, Jan-

Distinguished

Three prominent members of the Business and Professional Women's clubs of America are shown above. From left to right are Miss Mary Kennedy, in charge of "Good Will" tours for business girls, Miss Lena Madesin Phillips, honorary national president of the clubs, and Miss M. J. Naughton, Secretary to General Manager Chas. H. Jones, national transportation chairman of the nation-wide organization.

uary 24, where Mr. Underwood attended a meeting of Committee No. 16 of the American Electric Railway Association.



W. M. Lloyd
Correspondent

Mr. Underwood is Chairman of this committee which has for its work the study and making of a report on "Proper Tie Layouts for Typical Special Track Layouts, Referring Primarily to Wood Ties." Mr. Underwood reports that much favorable progress was made and the committee will make its report at the next A. E. R. A. meeting which is to be held in Chicago in March. Sunday Mr. and Mrs. Underwood spent a pleasant day visiting friends in Wheeling, West Virginia, their home town.

A hot tip from the front tells us that Al Keeler is about to take the air. Radio station WRAF of La Porte will soon open a studio in Michigan City in the Warren Hotel building and Al is to handle the business for the new studio.

George Burkett, the big egg merchant, says all his eggs are guaranteed. George has lots of satisfied customers.

Al Boller and Jim Mallon were the Engineering Department's representatives at the bowling tournament held at Waukegan some weeks ago.

Jack Weber

Jack Weber, who is a draftsman by day and a darkroom operator by night, announces that the Weber Photo Service has broadened its scope of operations and will add an art department to the photo service now offered the public. The new concern will be known as "The Weber Photo and Art Service of Hammond, Inc." The photo division of the concern will offer the same service as in the past, while the art department will specialize in posters and window display cards. The date for the grand opening of the new studios will be announced later.

John Hubenthal seems to hold the record for being able to go longer without sleep than any other man in the Ways and Structures Department. During the first big snow storm, John was up 80 hours without sleep.

There were many of our foremen, section men and others that were up almost as long fighting the storm and it was through work like this that we were able to operate when others were snowed in.

FIRST AID BANQUET IS HELD FEBRUARY 6

Forty-two employes of the South Shore Line, headed by W. W. Clemmons, Safety Engineer, attended the eighth annual first aid and safety dinner held in the Grand Ballroom of the Palmer House, Chicago, Thursday evening, February 6.

A string and vocal quartette entertained during dinner. Following the dinner, brief talks on first aid and safety were given by President B. I. Budd and Vice-President B. J. Fallon, after which Britton I. Budd medals for the saving of human life were presented.

Then followed an entertaining program of vaudeville, consisting of dancing, singing, acrobatics and magician's performances.

BASKET BALL TEAM GETTING INTO STRIDE

Although losing by a close score, the South Shore Line hardwood quintette won glory in a return game with the North Shore Line team played at Michigan City February 8. The invaders were hard pressed to win a 26 to 20 victory in a fast game.

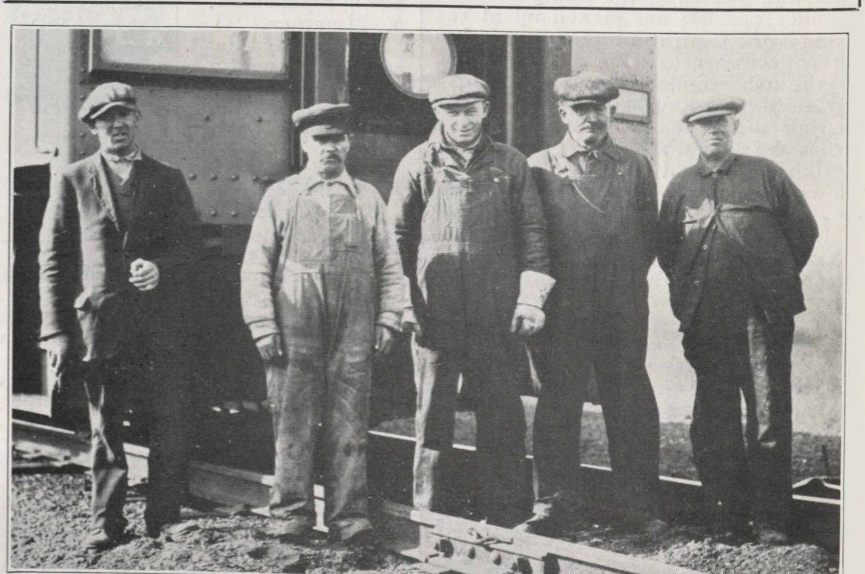
The playing of the South Shore Line team was very good throughout the game, but especially in the second half when it out-played its opponents. The North Shore Line has five men who have played together since high school days who have won every game except one in three years, most of them by high scores.

Atkins, Connelly and Kimmel, forwards; Dabbert, center, and Laskoske and Kienitz, guards, represented the South Shore Line.

Rounding Into Form

The company basket ball quintette has added a few more victories to its record in the Michigan City Industrial League. After dropping a game to Hays 19 to 15 on January 20, it stepped out and defeated the Y. M. C. A. 24 to 22 on January 27 and Dunham-Bell 37 to 14 on February 3.

They Maintain Section Five



This month we introduce to PANTAGRAPH readers Elmer Wills and his aides, who assure South Shore Line patrons of smooth riding on Section Five. Left to right we see Elmer Wills, Foreman, Mike Dondajalwski, Alex Marchinak, Andrew Freshman and John Young.

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e PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 APRIL, 1930 No. 4

NEW SAVINGS FUND STARTED

Series 3 Under Midland Employe Plan Ready May 1

Subscriptions on $100 Unit Basis Booklets To Go To All Employes

A new series under the employes' savings and investment fund operated by the Midland Cooperative Investment Company will be started May 1. It will be designated Series No. 3.

The new series will be similar to Nos. 1 and 2 which are now in operation. The Midland Cooperative Investment Company was organized to promote and facilitate savings and earnings by employes of the companies in the Midland group.

Subscriptions to Series No. 3 will be on a $100 unit basis. Monthly payments will be at the rate of $2.50 per unit. The amount that may be subscribed for will be based on three or five per cent of the monthly salary of employes as in the case of Nos. 1 and 2, but the amount subscribed for cannot be increased or decreased during the subscription period, 40 months.

Subscriptions will be payable to employes, as to principal and interest, in

(Continued on Page 2, Col. 1)

LIQUID AIR SHOW WILL BE APRIL 24

A double feature program will be given by Company Section No. 15 of the A. E. R. A. at its next meeting to be held at 8 p. m. Thursday, April 24, at the Michigan City Masonic Temple, Sixth and Pine streets.

The program will start with a liquid air lecture and demonstration by F. D. Rugg, of Champaign, Ill., who is nationally known for this work. It was necessary to schedule his lecture here six months ago to insure his presence.

Liquid air is ordinary air made by a process of compression and cooling into liquid which flows like water. Experiments will be given to show its expansive power and how it is used practically today.

Following the liquid air demonstration, cards will be played. Bridge, Five Hundred, Pinochle, Sixty-Six, and Euchre will be in order. Attractive prizes will be given. The usual attendance prize also will be awarded. An admission fee of 25 cents will be charged.

Owen and Ora

The Mechanical Department has two very capable representatives at Gary terminal in Owen Hurley and Ora Thorne, pictured here.

S. A. MORRISON TAKES NORTH SHORE POSITION

S. A. Morrison, assistant general superintendent of the South Shore Line for the past year and a half, has resigned to become assistant general manager of the Chicago North Shore and Milwaukee Railroad Company.

Mr. Morrison

Mr. Morrison came to the South Shore Line in 1927 as superintendent of freight service. His experience in steam railroad operation proved of great benefit to this railroad, which at that time was facing a rapidly growing demand for increased service in the handling of freight. In November, 1928, he was promoted to assistant general superintendent.

Mr. Morrison had a long supervisory operating experience prior to his com-

(Continued on Page 3, Col. 2)

LINE BEGINS WORK ON SHOP BUILDING AND RAIL RELAYING

Both To Be Completed this Summer; 100-lb. Steel Replacing Old 70-pound Type

Work is now well under way on two of the largest construction projects in South Shore Line history. The first of these is the construction of a new shop building in Michigan City and the second is the relaying of rail.

Grading operations for the new shop building are progressing rapidly and actual construction will be started early in May. The building is expected to be completed by August 1.

Will Be Overhaul Shop

The present shop building will be converted into an inspection shop and the new building will be used as an overhaul shop.

It will be constructed of steel, concrete, brick and glass and will be fireproof throughout. The walls will be largely of glass and the roof will be saw-toothed with windows facing north to provide a maximum amount of daylight inside.

To Be 147 By 228 Feet

The main building will extend 147 feet north and south and 191 feet east and west. An office section on the west side will bring the total length east and west to 228 feet.

It will stand opposite the old shop building, east of Roeske avenue and north of the main line tracks, about 70 feet from the street, to allow for good landscaping.

The new shop will be of the most modern type and will be equipped with the latest mechanical devices and tools. It will have two traveling cranes, of five and ten-ton capacity. Cars will be taken in and out of the shop over a transfer table.

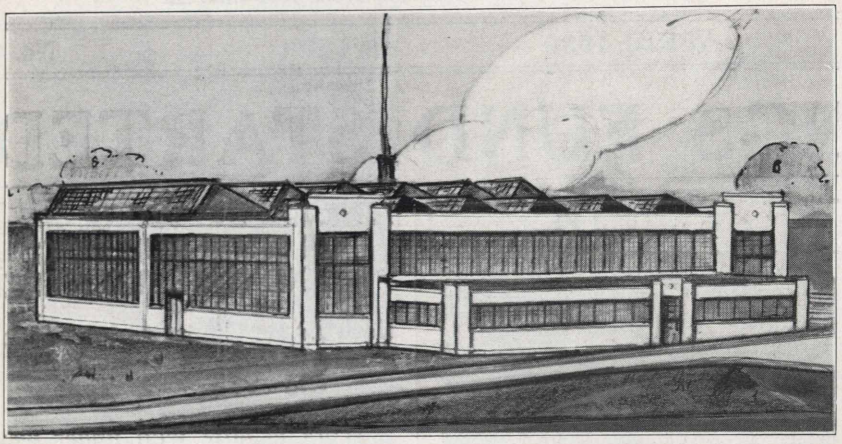
23-Acre Tract Purchased

In order to take care of additional rolling stock purchased since 1925, increased shop facilities were found necessary. As the property owned by the company and used for shop purposes is not large enough to accommodate new buildings adequate for future requirements, a 23-acre tract of land was purchased just east of the present shop location.

Considerable time was used in designing this building to meet the requirements and to present a pleasing exterior.

(Continued on Page 3, Col. 1)

How the New Shop Building Will Look



Above is the architect's sketch of how the South Shore Line's new shop building will look when completed. The offices of the Mechanical Department and the blacksmith shop, carpenter shop, electrical shop, machine shop, wheel department and truck department will be located here.

NEW SAVINGS FUND TO BE STARTED MAY 1

(Continued from Page 1, Col. 1)

Convertible Preferred Stock Series A of the Midland United Company. At the end of the subscription period, employes will receive as many whole shares of the stock specified as the amount of cash paid by them plus interest credited to their accounts will purchase at the price of $45 a share. The balance will be paid in cash. The subscribers' pro rata share of the surplus earnings of the company accumulated during the period will also be paid in cash. Interest at six per cent per annum will be credited semi-annually on all installments which are paid promptly.

Will Aid Newer Employes

First payment into the fund will be made by those on the semi-monthly payroll on the first pay day in May. Those on the monthly payroll will make their first payment on May 31.

Series No. 2 was established in March, 1929, to run for forty months. Series No. 1 was established in November, 1925 for a five-year period. It will be closed on October 31, and liquidated within a short time thereafter. Establishment of Series No. 3 will make it possible for employes who were not with the company when the second series began a year ago to participate in the new fund, and will enable those employes who are now subscribers to either Series No. 1 or No. 2 to make additional savings, with the approval of the Industrial Relations Department.

Within a short time an application blank and explanatory booklet will be mailed out to every employe of the company. Subscriptions will be handled by E. H. Utley, Jr., General Auditor.

All employes will be eligible, subject to approval as stated above. Subscriptions, however, will be entirely voluntary.

NEW CAR WASHER IS PUT IN SERVICE

A new car washer has been put in service on the north side of the shop yards.

The device has a large and a small revolving brush and eight sprays on each side which clean the windows and entire exterior of a car as it passes through. Two electrically-operated pumps supply water at a pressure of 350 pounds. From three to three and a half minutes is required for a car to be completely washed.

TRAINMEN CELEBRATE LODGE ANNIVERSARY

South Shore Lodge No. 982, Brotherhood of Railroad Trainmen, celebrated its first anniversary on the evening of March 19, at St. John's Hall, Michigan City.

The South Shore Lodge was organized one year ago with 44 charter members and has grown to a present membership of 55. Officers now serving are: L. C. Harmon, President; T. W. Storey, Vice-President; F. L. Ransom, Secretary-Treasurer; W. O. Williams, Agent of Official Publication; C. J. Curtis, Legislative Representative. The General Grievance Committee is composed of C. J. Curtis, Chairman, A. C. Huffman, Vice-Chairman, and Jos. Melinsky, Secretary.

Card games were played. Lowell Craig, Extra Dispatcher, who is a member of the brotherhood, claimed several valuable prizes by sleight-of-hand demonstrations.

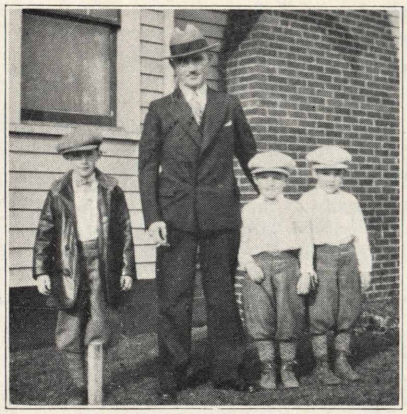
Refreshments and a luncheon were served. The Walbert Bakery donated a very beautiful emblemed cake through one of our members, Geo. Burgwald, who is connected with the bakery. This cake was afterward given to the General Office force with the compliments of the trainmen for favors shown them during the past year.

At this meeting, a unanimous vote was cast in favor of presenting retiring Assistant General Superintendent S. A. Morrison with a gladstone traveling bag which was given him the following day with a presentation speech delivered by Secretary-Treasurer F. L. Ransom.

Enjoying a Visit to Cuba

R. E. Jamieson, District Passenger Agent, and Mrs. Jamieson recently returned from a trip to Cuba and Jamaica. They took the water route from New York. Jamie, who a Cuban newspaper tells us is a "distinguido caballero," is accompanied by a Japanese steward.

The Mallons at Home and Away



Mr. and Mrs. "Jimmy" Mallon are seen at the Peace Bridge, Buffalo, on a recent visit to honeymoon scenes. In the other picture are seen the four boys of the family—James, W. J., the head of the house, and Don and Robert, the twins.

TWO MAJOR PROJECTS ARE NOW UNDER WAY

(Continued from Page 1, Col. 3)

The new shop building will be divided into sections to take care of the various departments or portions of the work of overhauling the cars and engines. The wheel department, blacksmith shop and part of the machine shop will be located in the west portion of the building. This portion of the building will be equipped with a five-ton overhead crane which will serve the wheel and axle turning and lathe wheel press and heavy pieces for work in the blacksmith shop.

Three Bays Planned

The center portion or bay which will be served by a ten-ton overhead crane will be used for track overhauling and general machine shop work. This crane will also lift motors from the trucks and carry them over in the vicinity of the electrical department.

The third or west bay will be used for the general overhauling shop, electrical shop and carpenter shop and will be provided with three pits which will accommodate one car each and floor space and tracks for cars requiring body repairs.

Rail Program Is Largest

The present rail relaying program is the most extensive ever undertaken by the South Shore Line. Three major projects are included in it.

The largest of these jobs is the relaying of 24.4 miles of single track between Michigan City and South Bend. Hundred-pound rail is being put down in place of 70-pound rail. Creosote treated ties and tie plates are being used. Work was started April 1 and is expected to be completed about July 1.

Relaying of rail in Hammond was started March 17 and is now more than half done. Seven-tenths of a mile of double track from Sheffield avenue to Ash street is being relaid with 100-pound rail. Creosote treated ties and tie plates are being used.

S. A. MORRISON TAKES NORTH SHORE POSITION

(Continued from Page 1, Col. 2)

ing to the South Shore Line. He spent many years in the employ of the Chicago and North Western Railway as a freight operating man, and at the time of his leaving was in charge of freight operations on one of the North Western's divisions.

"Sam," as he was familiarly known to most of the people in our company, was nearly always to be seen in the general office or around the yards, day and night, keeping things moving. He leaves behind him a lot of friends who regret his going but wish him the best of luck in his new and bigger position.

F. O. WHITEMAN MADE ASST. GENERAL SUPT.

F. O. Whiteman has been appointed assistant general superintendent, succeeding S. A. Morrison, who resigned to become assistant general manager of the North Shore Line.

Mr. Whiteman before coming to the South Shore Line was superintendent of service of the East St. Louis and Suburban System, which operates extensive electric interurban lines handling both freight and passenger business, city street car lines and bus lines. He was with that system 11 years.

Mr. Whiteman's home town is Albuquerque, New Mexico. He attended the University of New Mexico and, as the son of a federal judge, was slated to be an attorney, but he preferred to be a railroad man.

He started in the railroad business with the Santa Fe, on which line he served as operator, station agent, trainman and dispatcher.

He spent nine years with the Rock Island. He was at various times trainmaster in Missouri, Arkansas, Oklahoma and Texas and superintendent in Louisiana and Minnesota.

From the Rock Island he went to the Baltimore and Ohio Railroad, where he spent four years. He was in charge of terminals at Newark, Ohio, and Wheeling, West Virginia, and later was on the general manager's staff. He went to the East St. Louis and Suburban System from the B. and O.

Mr. Whiteman is at the present time second vice-president of the American Association of Railroad Superintendents.

He is married and has two daughters. One of his daughters, who is at home, has won a reputation as an artist, working in oil.

Traffic Department's New Home

A portion of the new offices of the Traffic Department, 1539 Edison Building, 72 West Adams street, is shown here. The rates and tariff division and the offices of Wm. Peterson, Traffic Manager, and L. E. Butler, Assistant to the Vice-President, are not shown. In this picture can be seen, Larry Preston, Roy McIntosh, J. B. Fraunberg, Daisy Crabb and D. G. Wood. The picture was submitted by W. J. Pendleton.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

H. E. LANGENDORFF.....Editor

VOL. IV APRIL, 1930 No. 4

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The PANTAGRAPH** ***by mail at home.***

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Do It Well

Doing any task well pays good dividends to the worker, whether he labor with hand or brain. Every task done well strengthens us for the struggle of life, giving confidence, increased ability and capacity to accomplish more and better work.

The man who shuns hard work is weakening himself. Each time he evades it, he slips backward a little, losing his grip on himself and losing some courage.

Picking something easy often proves a man's undoing. Soft jobs develop too great a fondness for idleness. They deprive a man of the ability to work hard and to think hard. As a person so weakens himself, he weakens his earning capacity.

In this day of sport, where football especially commands so much public attention, we hear a great deal said about getting the "breaks." Getting the "breaks," boiled down, means that some one was napping at the wrong time, some one was not on the alert, some one failed in his duty; and that some one else was on the alert, some one else seized an opportunity, some one thought fast and well.

Call the "breaks" by the name "luck," if you will, but luck is a very insignificant and rare thing as a donation of good fortune. Luck is more often some one's ability, training, fitness, alertness, initiative, effort. And luck is probably more often some one's neglect, failure, lack of ability or lack of training, procrastination, lack of initiative and ambition.

It would be foolish to assert that people deliberately seek hard work, that they seek the hardest way to do a thing and the longest and most difficult path to a destination. People don't look for hard work for mere hard work's sake.

Successful and ambitious persons seek something to accomplish. It happens that the worthy goal is difficult to attain—were it not so, it would be the possession of everyone and there would be nothing worth striving for.

But it is wise to try to attain the goal as easily as possible and as quickly as possible. This, however, does not mean humoring a fondness for laziness.

It means that a man will concentrate his efforts and ability. Seeking a goal by the easiest path is hard work. The easiness lies in not wasting time and effort, in putting one's time and effort and ability to the most advantageous use. This is, in short, just plain good sense.

There's a world of difference between good sense and hunting for a soft way out.

The Savings Fund

Employes of the South Shore Line again are offered an excellent opportunity to save money easily and to invest it where it will be safe and where it will bring a sure and good return.

The Midland Co-operative Investment Company savings fund Series Three, as announced elsewhere in this issue, will be started soon. There is no compulsion for any employe to participate, but it is hoped that as many as can do so will. It offers employes who have joined the company in the last year an opportunity to share in the privileges and benefits enjoyed by older employes and it offers the older employes themselves opportunity to benefit further.

This system of saving is convenient and requires no effort. The sum put away every month is almost unnoticed and it isn't long before such sums grow into gratifying amounts.

New Scribes Appear This Issue

Three new scribes are introduced to PANTAGRAPH readers this issue. They are Phyllis Manson, Concessions; Wallace H. Storey, Conductors, and Charles C. Towle, Gary offices. We heartily welcome them to the staff.

Each has made a good start and we hope to see them in every month.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

The saddest person seen in a long time is the ambitious youth who joined the navy to see the world and spent four years in a submarine.

! ! !

"Terrible links, caddy, terrible links."
"Sorry, but these ain't the links—you've been off of them for an hour."

! ! !

No woman can make a fool out of a man unless she has some cooperation.

! ! !

It was decided that the children would play blind man's bluff. One little girl was blindfolded, but didn't move. When asked why she didn't, she asked: "Where is the cigaret?"

! ! !

A patrol wagon isn't much of a car, but it'll do in a pinch.

! ! !

As the clock struck midnight, her father came to the head of the stairs and in a loud voice said, "Young man, is your self-starter out of order tonight?"
"It doesn't matter," replied the swain, "as long as there's a crank in the house."

! ! !

"In your sermon you spoke of a baby as a new wave on the ocean of life," remarked Mr. Younghusband.
"Quite so," replied the clergyman. "A poetic figure of speech."
"Don't you think," suggested Mr. Younghusband, "that a fresh squall would hit the mark better."—Ideas.

! ! !

Husband—"My dear, when I looked at our account last night I nearly died of shock. Our car is costing us more than $500 a year."
Wife—"Well, don't blame me. I told you not to keep an account."

! ! !

Mother (at bedtime prayers)—"Speak louder, Betty, I can't hear you."
Young Daughter—"I wasn't speaking to you, mother."

! ! !

Little Boy (looking at false teeth in dentist's showcase)—"Those are the kind of teeth I'm going to have when I grow up."
Mother—"How many times have I told you not to pick your teeth in public?"

! ! !

Old Lady in Drug Store—"What have you got for gray hair, young man?"
Clerk—"Only the greatest respect, madame."

! ! !

Customer: "That chicken I bought here yesterday had no wishbone."
Dealer: "It was a happy and contented chicken, ma'm, and had nothing to wish for."

! ! !

"Your wife is rather outspoken, isn't she?"
"Not by anyone I know."

! ! !

"Mother, can I keep a diary?"
"Certainly, my dear."
"I'm glad, because I get a kick out this perfectly dizzy one I found in your desk."

! ! !

He (on the telephone): "Hello, darling, would you like to have dinner with me tonight?"
She: "I'd love to, dear."
"Well, tell your mother I'll be over at six o'clock."

! ! !

Heroine (frantically): "Is there no succor?"
Voice from the Audience: "Sure! I paid three-fifty to see this show."

! ! !

The boys had been given printed safety instructions and the safety engineer wanted to check on results.
"Pat," he asked, "can you tell me six good reasons for safety?"
Pat wasn't up on his reading but he came right back with this: "Sure. The four little Murphys, me wife and meself."

! ! !

"Hey, Rastus, come here. Let me present my wife to you."
"Naw, suh, de one I got is plenty."

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

Mabel Farber
Correspondent

Claude Fritz is the proud daddy of a baby boy born born March 23 in St. Anthony's hospital.

Edna Anderson, who was filling a temporary position, left on March 31 and Miss Gertrude Barnett, whose hands were frozen on January 18, resumed her position in the Passenger Acounting department.

Miss Isabel Lippens has taken a position in the Passenger Accounting department.

H. O. Connell was called to Charleston, Ill., on account of the death of his father, who had been ill for sometime. Mr. Connell has the sympathy of his many friends in his bereavement.

Haller Occupies New Home

Miss Florentine Luchtman, formerly of the Freight Accounting department, spent a few minutes in the office the other day, saying "hello." She is spending her spring vacation with her mother.

Mr. and Mrs. Jim Haller are established in their new home in Edgewood.

R. G. Hotchkiss attended a convention of the Eastern Car Accounting Division of the RAOA at Cleveland, Ohio, on March 28 and 29.

The three bachelors—R. G. Hotchkiss, John Fraley and John Flory—seem to be progressing nicely in their quarters on Roeske avenue. They gave the rest of the office force the laugh on those stormy days when we had to plow through the snow and were delayed by late trains. Their nearness to the office proved very convenient.

At Peace Bridge

Al and Mrs. Boller recently enjoyed a trip east. They visited Buffalo and Niagara Falls and were caught by the camera at Peace Bridge connecting the United States and Canada.

Concessions

Phyllis Manson
Correspondent

Miss Esther Kaylor is now residing in Gary. She has taken an apartment with Mildred Cornelison. Mildred, by the way, was transferred to the South Shore Line concession from the Gary Railways concession.

Michigan City is quite a busy place now; but it's nothing compared to what it is going to be when the buses will be coming in more frequently.

Phyllis Manson
Correspondent

As your new correspondent, I wish to state that I am a novice in the art of reporting, but will endeavor at all times to keep the Concession Department represented in all issues of the Pantagraph, and will appreciate receiving news items from all of you.

Leon Owens, whom we all know as "Sis," has left for a ten-day trip to Kentucky to visit her folks.

We welcome back Miss Helen McIntosh who is at Michigan City. She has been away at school since last September.

We hear that Hazel Campbell of South Bend concession, who has been ill for some time, is convalescing and may be back with us again soon. Days of illness are lonesome ones and I am sure Hazel would appreciate a visit from her co-workers. So when in Gary try and call on her. Address, 305 Monroe St.

Conductors

Wallace H. Storey
Correspondent

The automobile dealers seem to be getting their share of the conductors' back pay.

Bob Reppert is sporting a new Hudson.

Halcott Dennis Farquahr, better known as "The Sailor," was seen with

Painting of South Shore Line Territory

This beautiful painting of the territory served by the South Shore Line was recently on display in the Outing and Recreation Bureau's window, 72 West Adams Street, Chicago. It is the work of Ivan V. Beard, well known Chicago artist. It is ten feet long and gives a comprehensive view of Chicago's lakefront from the loop south, the Calumet region and Indiana's famed Dunelands.

ALONG THE SOUTH SHORE LINE

Down in New Mexico

From Tyrone, New Mexico, comes this picture of M. A. Sheeler, Conductor, and his family. From left to right are Mr. Sheeler, Mrs. Sheeler, Doris and Don. Everyone will be glad to learn that "Morge" is rapidly regaining his health.

a salesman heading due south on Franklin street in a new Essex sedan.

Carl Miller has returned to work after having been off since the recent snow storm account of sickness.

Jap Lardis is all dressed up in a new uniform.

Pat McCurdy, the Bull Moose of the LCL freight, has returned to work after having spent the winter in warmer climates.

W. H. Storey
Correspondent

Freight

Evalyn Knight
Correspondent

Evalyn Knight
Correspondent

John Shires has been promoted to the position of warehouse checker, replacing James Kline, and Edward McCaskey, Extra Trucker, has ben put on full time.

Fred Smith has moved his family from New Carlisle to South Bend and now resides near the freight house on Olive street. It's not so far for him to go to work now.

Albert Hoover was so unfortunate as to have his automobile badly smashed up recently when it collided with a Bendix Brake Company truck. No one was hurt, however.

We are all anxiously looking forward to the time when our new quarters will have been completed and we can take possession of our new freight house and offices.

The fine weather of several weeks has proved a stimulant to the wanderlust, a number of employes at South Bend having recently taken week-end trips. Joe Friedline motored to Mansfield, Ohio, Mr. and Mrs. Fred Smith took a motor trip to Toledo, Ohio, and Evalyn Knight spent a week-end at Logansport.

Tom McCaskey has also taken advantage of the fine weather and has moved his family and household goods to another section of the city.

A. C. Culp Snowbound

A. C. Culp got a good rest during the "big snow." He says he slept most of the time he was snowbound. The roads up in his part of the country were well-nigh impassable for several days.

Miss Anne Anda, of South Bend, has recently announced her engagement to I. K. Mummey, who until recently has been employed in various capacities on the line and is well known here.

Mr. Culp is the proud possessor of a new Ford automobile, dark gray in color. It certainly has a neat appearance.

Week-end visitors in Chicago recently included Mr. and Mrs. H. A. Chouinard.

Michigan City Freight

Mr. and Mrs. C. L. Rose spent a recent week-end at the home of friends.

Miss Mildred Richter has been doing a bit of touring over the country, enjoying the sights and making new friends.

Miss Griffin spent a week-end on the farm recently and Mr. Cassidy and Mr. Will are digging up a spot for their gardens.

Miss Erna Rudolph and J. C. Rose enjoyed a pleasant week-end at the home of the Rev. Johcum at Tinley Park, Ill.

Throughout the storm the freight-house personnel rendered the smiling and courteous service for which they are well known. Everyone is ready for the big spring and summer rush.

Gary Offices

C. C. Towle
Correspondent

C. C. Towle
Correspondent

The big snow storm is still the major item of the social conversations in Gary. Many of our associates were unable to get to the office for a day or two.

Two of the girls in the Claim Department were marooned in their home towns during the storm—Bernice Hoffman in Crown Point and Vera Murray in Hobart.

Mr. Seabright, Claims Attorney, who lives near the western edge of the city, was forced to spend the first day away from the office by reason of the failure of transportation.

Assistant General Manager T. G. Hamilton read a paper at the annual meeting of the Illinois State Electric Railway Association at Springfield, Illinois. His topic was "Increasing Passenger Revenue by Reducing Fares."

J. M. Sweeney, Assistant Claims Attorney, was the principal speaker at a recent rally of the Democratic party in Gary. Mr. Sweeney and his co-partisans are quite optimistic over the approaching election.

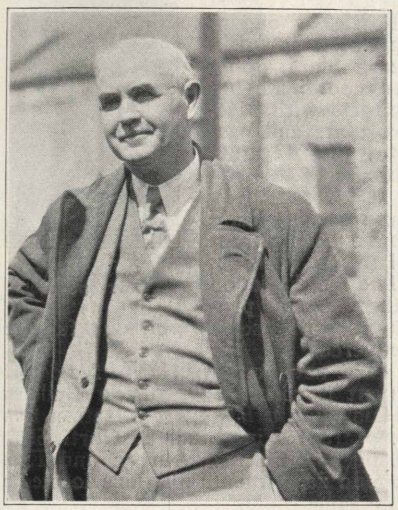
Charles W. Chase, Vice President, has returned from his long vacation in the southwest.

South Bend Trio Sprouts Wings

Back home, safe and sound! Frank A. Steffaniak, P. M. Dabbert and E. N. Kaser are seen alighting from a Stout Air Lines plane on their return flight from Cleveland and Detroit.

ALONG THE SOUTH SHORE LINE

Succeeds S. A. M.



F. O. Whiteman has been appointed assistant general superintendent of the South Shore Line, succeeding S. A. Morrison. Mr. Whiteman comes to Michigan City from East St. Louis, Ill., where he was superintendent of service of the East St. Louis and Suburban System.

General Offices

M. J. Naughton
Correspondent

M. J. Naughton
Correspondent

On March 22 we all said goodble to S. A. Morrison, Assistant General Superintendent, who had been with the company for about eighteen months, and who had endeared himself to the employes and who has left many warm friends here. The Transportation Department said its farewells in the form of substantial gifts. Mr. Morrison was the recipient of a beautiful pen and pencil desk set with cigar lighter attachment from the motormen; and the trainmen surely did themselves proud in presenting him with a black walrus gladstone bag with all the fittings—labeled "S. A. M." The first time, they tell us, that it left the assistant general superintendent speechless. We are all sorry to lose you, but mighty glad you have received a well deserved promotion and may good luck go with you.

C. J. Curtis very generously gave the office girls the beautiful cake donated to the O. R. T. organization on its anniversary by the Walbert Bakery Company. The decorations on the cake were a work of art and we are more than proud to know it came from George Burgwald's bakery. It was a delicious cake, and each and every one of the girls extend thanks to the O. R. T. through Mr. Curtis.

On the evening of April 14 around the festive board of the Spaulding gathered all the scribes who have labored long and laboriously in assisting in making the PANTAGRAPH the ever welcome monthly visitor to the homes of South Shore Line employes.

But for some trouble and sorrow we should never know half the good there is about us.
—Dickens.

Shops

A. C. Tews
Correspondent

A. C. Tews
Correspondent

J. W. Strawser, Chief Inspector, lost a few days from his work during March. He is back on the job performing his duties as per schedule. They say the illness was caused by eating fresh strawberries which did not agree with him.

Dick Hurley was employed temporarily while Otto Menke was off duty. Otto is also back on the job again.

John Inman, one of the public speakers bureau staff, gave a talk and motion pictures at a luncheon of the Lions Club at Michigan City, April 2. Approximately fifty members were present. The subject was "One Hundred Years of Railroading." Mr. Inman has had several dates at various other institutions, always proving himself an able speaker.

The night inspection men at Gary appreciate the yard lights which have been installed at this point, as the lights enable them to take care of their work more easily and with a greater degree of safety.

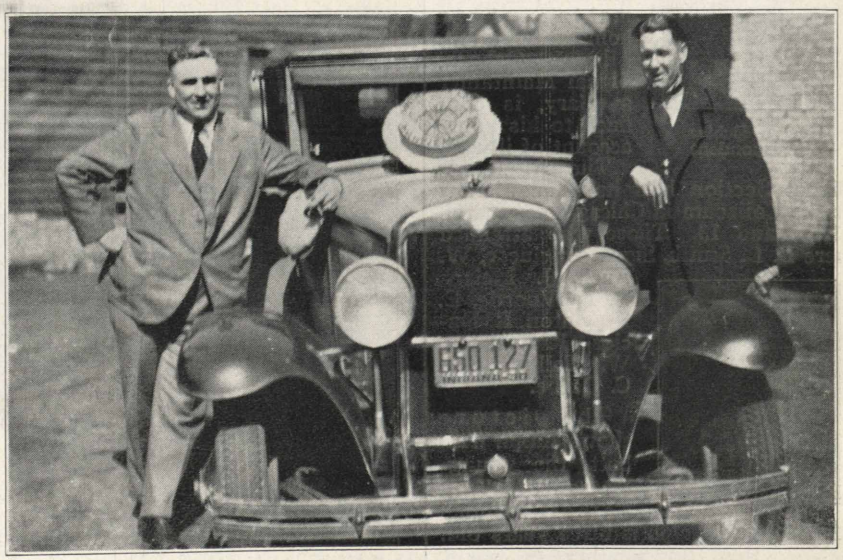
Gaylord Fredenberg, Relief Inspector, is on a leave of absence of 15 days. Nelson Hardacker has been put on duty to fill this vacancy.

Our congenial chief inspector, Anthony Sobecki, has had a patent issued, according to the following item clipped from a South Bend paper:

"A new quick movement Fish Lure has been patented by Anthony J. Sobecki, 223 E. LaSalle ave., South Bend, and the product is now being manufactured in South Bend. The patent was issued April 1, 1930, and has just been received by Mr. Sobecki. The "Wiggler" as it is called is especially designed for bass, pickeral and other game fish and is different from other fishing equipment because of the quick movement it has, according to Mr. Sobecki. The first bait lure of this was made by Mr. Sobecki in 1929, but he has not pushed his product while waiting for the patent to be issued by the government."

Numerous samples have been put out and all have proven to be successful. Disciples of Izaak Walton are urged to try their hands with one of

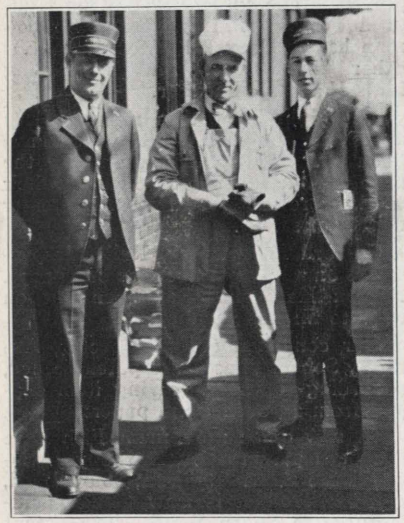
This Marks the First Birthday



These two trainmen couldn't have been prouder if it had been a celebration over the baby's first tooth. C. J. Curtis and Frank L. Ransom are the custodians of this birthday cake of South Shore Lodge No. 982, Brotherhood of Railroad Trainmen.

ALONG THE SOUTH SHORE LINE

Between Trains in Gary



Here we see Ted Jaroch, Conductor, Martin Collins, Motorman, and Harold Dimmick, Collector, at the Gary station. This is one of the trios which make the Gary-Chicago runs.

these new baits, which have been in the course of development for several years. Everyone knows the success "Tony" has when fishing.

Signals

Evelyn Behler
Correspondent

Evelyn Behler
Correspondent

R. Duclos and family, former residents of Michigan City, are now making their home at Tremont.

Ralph Osborn, Signal Maintainer at Gary, is confined to his home account of illness.

The A. R. A. Signal Section held its annual show at the Coliseum in Chicago, on March 11, 12 and 13. Those who attended were B. L. Smith, Signal Engineer, W. Auch, J. Meisel, L. TenVoorde, E. Braginton, R. Duclos, R. Osborn, W. Talbott and C. Beebe.

The picture shows Ralph Talbott, the youngest son of W. J. Talbott, Signal Maintainer. Ralph is three years old.

Now that the weather is warm, Chuck Beebe will not have to break the ice for his daily dip. Chuck has had the misfortune of falling in the water at Drawbridge several times.

South Bend Terminal

C. W. Veach
Correspondent

Mr. Veach
Correspondent

F. A. Steffaniak, E. N. Kaser and P. M. Dabbert were guests of the Stout Air Line on a flying trip from Chicago to Detroit, Mich., and Cleveland, Ohio, March 15. Upon their return to South Bend they reported a wonderful ride in the air.

Toney Sobecki, Foreman of South Bend shop, is planning an early fishing trip to use artificial bait which he has patented.

Edward Luckey, Porter at South Bend passenger station, is taking his Harmony Four Quartette to East Chicago to fill an engagement April 18. Other engagements to be filled this month are at Elkhart, Muncie and Indianapolis.

E. N. Kaser, Chief Clerk of Traffic Department, has moved to the country for the summer.

Traffic Department

C. L. Binger
Correspondent

R. E. Jamieson and Mrs. Jamieson vacationed in Santiago, Cuba, and other places of interest on the island. They returned recently and pronounce a wonderful time.

J. B. Fraunberg gave Hollywood a treat. He's back, looking hale and hearty.

Miss Eleanor Fowler is one of our new co-workers. She is going to coordinate her efforts with Metro-tours and passenger departments.

C. L. Binger
Correspondent

Clarissa Ely and Stanley Stahl have been absent due to illness. They're back on the job and pronounce themselves well and fully recovered.

The new home of the traffic department is room 1539 Edison Building. It is quite a large organization from appearances, inasmuch as North Shore Line and Chicago Aurora and Elgin traffic departments also are located in the same room.

SAFETY CONFERENCE TO BE APRIL 15, 16, 17

The Inter-Company Safety Conference under the auspices of the Bureau of Safety will be held April 15, 16 and 17 at the new Bismarck hotel, Chicago.

General Manager Charles H. Jones will discuss the "Use of Grade Crossing Surveys" at the sessions Thursday morning.

A number of representatives of the South Shore Line, headed by W. W. Clemmons, Safety Engineer, will attend the conference.

Along Section Four

You'll find these men busy along Section Four, between Michigan street, Michigan City, and Wilhelm. In the picture are Harry Jenkins, Foreman, Fred Herman, Walter Weatherby, Howard Osborn and Feodoro Corpus. Mr. Jenkins is extra gang foreman at the present time.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 MAY, 1930 No. 5

CLIPS 3 MINUTES OFF SCHEDULE

CONSTRUCTION OF SHOPS PROGRESSES; POUR FOUNDATIONS

Plan Modern Gas Heating Plant Made Up of Seven or More Units

Forms are being put in place and it is expected that workers this week will start pouring foundations for the new $235,000 shop building being constructed in Michigan City by the Chicago South Shore and South Bend Railroad.

Excavations for the shop proper have been completed; and two steam shovels are now being used for filling and grading the site which lies east of Roeske avenue and north of the South Shore tracks.

Plan 7 Heating Units

The building will have the most advanced type of gas-fired, steam heating plant, according to W. A. Underwood, superintendent of ways and structures. Instead of a single central heating plant, there will be seven or more heating units. Special fans will be installed to force air through the building, and it is believed the shops will be perfectly heated and ventilated in all seasons.

Structural steel work will be started next month, it is expected; and the building should be ready for occupation by August 1.

A.H. KIRKLAND, SPEAKER AT SCRIBE'S BANQUET

A. H. Kirkland of Chicago, secretary of the Publications Committee of the Commonwealth Edison Company and affiliated companies, was principal speaker at the annual banquet of *Pantagraph* correspondents held in the Spaulding Hotel, Michigan City, April 14.

A former newspaper man, Kirkland emphasized the resemblance between an employe publication and a small town newspaper.

"Take the best small town paper you can find and analyze its content," he told the *Pantagraph* correspondents. "The same elements which go to make it successful, will make your publication successful."

Others on the program included W. R. Dooley of Hammond, editor of *Public Service*, employe organ of the Northern Indiana Public Service Company; and Editor Herbert E. Langendorff of the *Pantagraph*.

Don't Despise Man Who Picks Up Tinfoil

If you see a perfectly respectable fellow employe stoop to the sidewalk to pick up a piece of tinfoil and then carefully place it in his pocket, don't think he has caught some strange brain malady.

He is simply helping General Freight Agent A. W. Oberfell of South Bend who is one of hundreds of members of Chicago Medinah Temple engaged in collecting the foil. Each month it is brought in and sold to pay expenses of the Crippled Children's Hospital.

It takes only 20 pounds of tinfoil to keep one crippled child one day; and last month more than 5,000 pounds were turned in. Oberfell accounted for 12 pounds, and this month he hopes to treble this contribution. He asks that all members of the South Shore family help him out.

COMPANY SECTION OF A.E.R.A. IS DISBANDED

The Company Section of the A. E. R. A., has been disbanded and will surrender its charter. Repeated efforts on the part of those who have interested themselves in this work have failed to enlist the enthusiasm of a sufficient number of employes to warrant continuation of the project.

The final meeting of the Company Section was held April 24 at the Masonic Temple in Michigan City. F. D. Rugg of Champaign, Ill., was the speaker and gave several demonstrations of the action of liquid air.

Mrs. Laura Stephenson was winner in the drawing for the cash attendance prize. Euchre, bridge, "sixty-three" and "five hundred" were played. Winners were: Euchre, Emil Smith; bridge, A. M. Boller, W. J. Mallon, Mrs. H. C. Reber, Beulah Steinhauser; "sixty-three," B. O. Quinn, Mrs. Robert Schnick; "five hundred," George Rank, Mrs. Edward Schultz.

DON'T MISS THIS!

Turn to page 3 and read how the Claims Department is using the motion picture camera in its work. This interesting account is written by Attorney C. C. Towle, company claims investigator, whose office is in Gary. Towle made his bow as a PANTAGRAPH correspondent last month; and his articles will be regular features of future issues.

FT. DEARBORN LIMITED REELS OFF 90 MILES IN 1 HOUR 57 MINUTES

Faster Time Is Feature of New Daylight Savings Timetable

With three minutes clipped off the running time of the Fort Dearborn Limited—crack South Shore Line train out of South Bend mornings—new timetables, showing daylight savings time, became effective April 27.

The morning flyer, which last year won the *Electric Traction* speed trophy by making the trip from South Bend to downtown Chicago in two hours, now makes the 90 mile run in one hour and 57 minutes.

Arrives at 8:57

It leaves South Bend at 7 a. m., as under the old schedule, but arrives in Gary one minute earlier, at 8:09 instead of 8:10, and at Randolph Street, Chicago, at 8:57 instead of 9 o'clock.

With the exception of this change and the reversion to daylight saving time in deference to the communities along the road which likewise went to faster time on the same day, there were no other changes in the new timetable.

It is expected that with the coming of summer and increased demands for service there will be further revisions in schedules within the next few weeks.

JOHN AND "JACK", NEW ARRIVALS AT LUDDEN'S

Mr. and Mrs. Charles F. Ludden of Michigan City anounce the arrival of twins, born May 6. One, a boy, has been named John Franklin, and the other, a girl, Jacqueline Anne. At birth each weighed five pounds 14 ounces. Ludden is acting electrical engineer for the company and a frequent contributor to the *Pantagraph*.

NEW BAGGAGE ROOM OPENED AT RANDOLPH

The new South Shore Line baggage room at Randolph St. station was opened April 27 and at the same time use of the baggage room on Congress St. was discontinued.

The new baggage room is located at the north end of the Randolph St. Illinois Central station, facing Beaubien Court.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV MAY, 1930 No. 5

Contributions and pictures should be in the hands of the editor by the third of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Don't Get Flabby

If you are letting yourself get flabby, look out! The squeals we hear every time a change is suggested are from those who have fitted themselves so snugly into their environment that even the installation of a new armrest alarms them.—Rail-Light News.

Face the Train

When waiting for an approaching train, or in moving to one side to permit a train to pass, company employes are urged to set an example for the general public, by facing toward the motorman. If he sees every face turned his way he is assured that all know the train is approaching, and that there is no danger of anyone stepping into its path.

It is a little courtesy to a fellow worker which probably hadn't occurred to many of us. It is the sort of thing that appeals to our common sense, and causes us to wonder why we hadn't thought of it long ago.

Street Car Fares

At the end of 1929, according to an authoritative survey, 33 street railway companies had a five-cent fare, 13 a six-cent fare, 56 a seven-cent fare, 44 an eight-cent fare, one a nine-cent fare, while 126 had a ten-cent fare.

It is a remarkable thing that many persons who think nothing of paying $2.00 for a necktie that would have cost $1.00 or less before the war, are seriously disturbed when street car rates go up. They fail to consider that no post-war business can operate on pre-war rates. And in addition, the street railway industry has met serious competition from private automobiles and busses.

However, in sizeable communities, street cars are the basic form of transportation, and are used by an overwhelming majority of persons. And in most instances, good service is provided the public at a cost that, when rising wage and upkeep expenses are considered, is very low.—Hobart (Ind.) News, April 24, 1930.

Ed. Williams

This is Ed. Williams, freight agent at Gary for the South Shore. Only a part of the new Ford he uses in his business is shown.

A MODERN PURCHASER

"This new automobile," said the salesman, "has just been reduced $150 and —" "I don't care anything about the price," protested the prospective buyer. "How much is the first payment?"

STATE IS IMPROVING INDIANA DUNES PARK

Extensive improvement projects, costing half a million dollars, are now under way in Indiana Dunes State Park. The program includes a pavilion, hotel, boat house and improvement of the grounds.

The pavilion will be 170 by 65 feet, two stories high and will have a sand-covered roof. It will be finished in Indiana limestone and trimmed with red pressed brick.

Work on the pavilion is being pushed and is expected to be completed by June 1.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Wife: "Where have you been all evening?"

Husband: "At the office."

Wife: "Then you must be made of asbestos. Your office building burned down two hours ago."

! ! !

"Where are some good places to stop on this trip?" asked the tourist.

"At all railroad crossings," replied the clerk at the tourist bureau.

! ! !

She had done everything wrong. She had disregarded the signal lights, then stalled in the middle of the street, and before starting had taken out her powder puff and started to apply it to her face. An irate traffic cop rushed up: "Say, lady, do you know anything at all about the traffic rules?" Sweetly she replied: "Why, yes, just what is it you want to know?"

Pantagraph Correspondents Dine

The annual banquet for Pantagraph scribes was held at the Spaulding Hotel, Michigan City, April 14. Shown are: Front row—Phyllis Manson, concessions; M. J. Naughton, general office; Esther Kaylor, concessions; Mabel Farber, accounting; Evelyn Kill, publicity; Evelyn Behler, signals; Evalyn Knight, freight. Second row—A. H. Kirkland, Commonwealth Edison Company; C. C. Towle, claims; A. C. Tews, shops; W. M. Lloyd, ways and structures; C. H. Jones, general manager; C. W. Veach, South Bend terminal. Top row—Charles Ludden, electrical; Gilbert McClelland, new editor; W. R. Dooley, Northern Indiana Public Service Company; Herbert E. Langendorff, retiring editor.

ALONG THE SOUTH SHORE LINE

CLAIMS DEPARTMENT USES MOVIE CAMERA

By Charles C. Towle

One of the most important duties of a railroad claims department is the proper defense of law-suits arising out of accidents where no liability should attach to the company. The reason that an original claim is not disposed of amicably and that a law-suit is filed, can usually be found to lie in a disagreement over the proximate cause of the accident.

In order to establish their contentions before a jury both sides have been accustomed to introduce photographs, maps, blue-prints and the like into evidence. As far as can be learned from delving into the records, no company has ever tried to use what would seem to be a most helpful agency, the motion picture.

In the few reported cases where an attempt was made to introduce the "movies," the courts have frowned upon the idea, asserting that motion picture offer too many opportunities for the practice of fraud and deceit upon the court. The question has not been passed on definitely by any Supreme Court, however, so we may safely say that it is still an open one.

C. C. Towle
Correspondent

A number of experienced attorneys are of the opinion that "movies" may legally be projected in court if a proper proceedural foundation be laid in advance. It is difficult to understand why the courts should object to the introduction of "movies" when "stills" are accepted without restriction. The opportunities for taking trick "still" pictures are prolific. Any photographer has half a dozen or more lenses to obtain certain desired effects in commercial work and he might easily use these to distort and exaggerate photographs to be shown in court.

In order to test the theory of admissibility as well as for analytical purposes in the office, the claims department recently took a series of motion pictures at the scene of a serious grade crossing accident. A special train was made up composed of the same cars in the same sequence and manned by the same crew as on the day of the accident.

Make Preliminary Test

By way of preliminaries, it was decided to test out the stopping distance of the train. The various officials present went aboard, and the train was run back a suitable distance from the crossing. The motorman was told to attain the same speed and to apply the emergency brakes, "big-hole her," at the same point as before the accident.

As the long train roared up to a speed of what may have been 50 or 60 miles an hour, it was interesting to note the attitudes of those crowded into the compactness of the front vestibule. The transportation officials were stoically indifferent to what was happening. To them it was all in a day's work. To us who were not so intimately connected with the actual operation it was a thrilling occasion. We stood with tensed muscles and bated breath, bracing ourselves against the moment when the man in control should manipulate the little handle that would shortly stop the huge mass of rolling steel—with what result we knew not.

At last the awful moment arrived and we learned that our apprehensions were all for naught. The cars decelerated rapidly but with only a barely perceptible increase in the forward-throw of our bodies. Upon alighting we were astonished to see that our train had ceased moving almost at the same spot where it stopped following the accident.

Again the train was run back into position and this time the photographer was stationed in the front vestibule. An auto was placed near the track in a position simulating that which was noticed by the motorman. This time, as the silently rolling monster sped by us who remained on the ground, a graphic record of what the motorman could see was being preserved on a strip of narrow film.

Once more our train was moved into the starting position. This time the accident was to be re-enacted except that the actual collision was not to be re-produced. An auto was placed where the witnesses said the involved auto was parked. Its speed was known to be six miles per hour and that of the train 60. The ratio of 1 to 10 is apparent. As the auto traveled 100 feet to the crossing, it was computed that the train must have been 1000 feet away at the time the auto started.

Torpedo Gives Signal

The next problem was to find a means of knowing when the train was 1000 feet away so that the auto might be started. Some one hit upon the practical idea of fastening a torpedo on the rail at the 1000 foot distance. This was done and the train started.

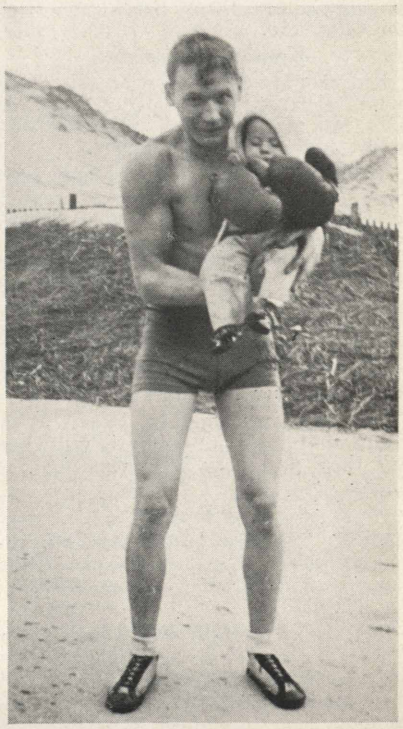
The driver of the auto was in position with motor running, waiting for the signal. Our camera-man had attached himself to the side of the auto in readiness to commence grinding. Some one shouted, "Here she comes." Then we saw the flash of the exploding torpedo and a second later we heard the report. The auto was already under way. The man on its side was busy pointing a little black box at the approaching train turning a crank with his free hand. On went the auto and closer came the train. When the latter was at the 100 foot distance and the auto was ten, the danger of an actual impact seemed most imminent. More than one heart skipped a beat under the strain of wondering whether the auto would stop in time. Just as the front end of the train thundered over the crossing, the auto stopped with a sudden jerk. Its front bumper was just two feet from the nearest rail. The experiment and the picture were a success.

To the onlookers we must have presented a strange sight. Here were serious faced business men directing the movement of a train backward and forward. It would come speeding ahead only to stop again with the grinding of brakes. Again it would scoot into the adjacent side track to clear the "main" while a fast limited whizzed by. One was reminded of the small boy who plays with his miniature electric train at Christmas time. The only difference was that the cars were larger and the work was being done for a serious purpose.

Pass Safety First Tests

These men have passed safety tests conducted by First Aid Director D. F. Whitelaw. They are, left to right: M. Foteau, track; C. Sylvester, mechanical; J. Dukas, track; J. Koziuske, track; C. Hurley, mechanical; F. Grant, mechanical; B. Cotton, mechanical; P. Roses, track; S. Kolles, track, and Director Whitelaw.

Wins Golden Gloves



James B. Alderson, a Shops man at Michigan City, is shown here as both fighting man and proud father. Little Dolores June, his daughter, is eight months old. Alderson holds the golden gloves emblem of the LaPorte County American Legion.

ALONG THE SOUTH SHORE LINE

Freight

Evalyn Knight
Correspondent

41st and Union Freight Station

W. Etienne, trucker at this station, was stricken with appendicitis April 2 and underwent a successful operation the same night. He is now home convalescing.

Evalyn Knight
Correspondent

J. J. Walter, cashier at this station, is the only man of the North Shore Line to be awarded the Britton I. Budd Medal for saving a human life, so far this year. He resuscitated trucker G. Karpeswicz who became asphyxiated by carbon monoxide gas in the cooler at 41st and Union. This gas was created by a salamander kept burning to protect perishables during cold weather.

J. O'Hara, chauffeur, is building a new home at Naperville, Ill. He expects to raise chickens.

Mr. Blackley, South Shore bill clerk, also has a farm. It is at Hartford, Michigan, and here Blackley raises chickens, too.

Kensington Freight

Richard Mann, trucker, smashed his thumb recently when closing the door of a box car. He was off duty two weeks, but returned on May 1.

Warner R. Bridwell from Hegewisch Freight has filled the vacancy created by the resignation of David J. Pittaway on April 15. Pittaway has taken a position with the Southern Pacific Railway in Chicago. We wish him the best of luck in his new position. Warner feels right at home as he worked at Kensington before he went to Hegewisch. Effie Ettema, well known to all, has taken over the duties of cashier.

Mr. Williams and Mr. Provis both admit that their pet hobby is golf, but say they find very little time to indulge.

Gary Freight

E. H. Williams, agent, has been reelected secretary and treasurer of the Gary section of the American Railway Association.

The Gary Freight Office has been newly decorated, giving a very pleasing appearance. It makes it seem all the more like spring and—housecleaning.

The agent has been given some additional duties and responsibilities, having been put in charge of ticket-selling, crossing flagmen, and the parking area.

R. W. Downey is the new cashier, vice, Phyllis DePidone, transferred to the Michigan City Freight Office.

Michigan City Freight

Mildred Richter, chief clerk, was called to Chicago April 29 on account of the serious illness of her brother.

Grace Griffin has purchased a part interest in a new Chrysler.

C. L. Rose has been given, in addition to his regular duties as freight agent, jurisdiction over the N. K. P., M. C., and C. I. & L. yards, as well as over the crossing watchmen. The freight house and office is to be enlarged to make room for the yard offices which were transferred May 1.

J. C. Rose, assistant agent, is making extensive preparations for following the hiking trails this spring. He enjoys the wonders of nature and keenly feels the "call of the wild." He also is adding many new patron friends to his list, having served in all capacities in the office, he is in a position to serve them well.

South Bend Freight

Thomas McCaskey took to the air several weeks ago when he tested the atmosphere above the South Bend airport. He says he didn't get the thrill he expected, as the sailing was much too smooth.

Anna Varga, 13, sister of George Varga, bill clerk at South Bend, won the Marble Tournament at Our Lady of Hungary School. Anna has all the other "kids skinned a mile," so they say.

Signals

Evelyn Behler
Correspondent

R. W. Duclos, signal maintainer, and family spent Easter Sunday in Morocco, Indiana. They drove over in their new Ford sedan. Alas! it rained going over and coming back: the windshield wiper in the meantime had decided not to work bein' that it was Easter. However they had a very enjoyable trip.

Mr. and Mrs. W. F. Auch spent their Easter Sunday at home.

Brag. and "Unc" are changing signal lights from 110 volts to 10 volts, which makes a better light.

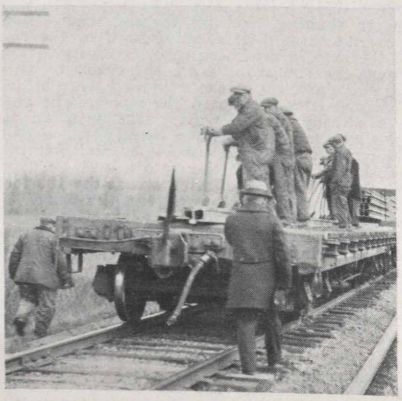
E. W. Braginton and family spent their Easter Sunday in Fort Wayne. Mr. Braginton has a new car, a Jewett coach.

R. R. Rotzien is taking Ralph Osborn's place as maintainer at Gary, temporarily. Osborn has been confined to his home account of illness. We all wish him a speedy recovery.

Mrs. W. J. Talbott, has been ill at her home in Hammond, Indiana. However we heard that she is on the road to health again.

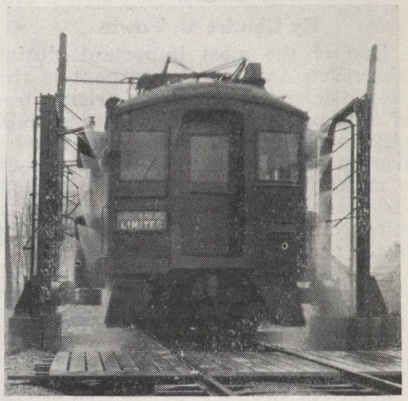
Hayden Smith, son of Signal Engineer Smith attended the Junior Prom at Milwaukee, Wisconsin, Friday, May 2, 1930.

Unloading Rail



New 100-pound rail being unloaded for replacement along the South Shore right-of-way west of Wilhelm. Nearly 25 miles of track will be rehabilitated between Michigan City and South Bend within the next two months.

Saturday Night



Saturday night and every night and morning and afternoon South Shore passenger cars receive baths in the new 350-pound pressure washer. Patrons have remarked the improved appearance of the equipment since the installation was made at Michigan City last month.

WINNING BANDSMEN RIDE SOUTH SHORE

It looks as if a band, if it's going to be a winner, must ride the South Shore Line.

Hammond high school's band won first in the state band contest at Elkhart, May 3; and Emerson high school of Gary won second. These two organizations, as well as the bands from other Lake county schools, traveled via South Shore as far as South Bend on their way to and from the contest.

More than 800 of these youthful musicians were carried back and forth over the week end, constituting one of the large early season movements.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 JUNE, 1930 No. 6

ROAD WINS ADVERTISING AWARD

JUNE 24 IS LAST DAY TO EXERCISE MIDLAND UNITED STOCK RIGHTS

F. A. Mitchell at Michigan City Office Handles Sale Of Warrants

Owners of common stock of the Midland United Company, who have received warrants entitling them to buy additional shares of the stock at $22.50 per share, must exercise this right by June 24, according to an announcement from the Chicago office. The offer is good only for 30 days, and it expires on that date.

Arrangements Made

In a letter addressed to all South Shore employes, C. H. Jones, general manager, told of arrangements that have been made to aid owners of the stock in the exercise of their rights. The letter follows:

"Employes who own or are subscribers of Midland United common stock have now received warrants entitling them to buy additional shares at the price of $22.50 per share.

May Buy or Sell

"Among this number there will be some who receive warrants for less than enough to entitle them to buy a full share. Some of the employees will want to sell their warrants.

"The Utility Securities Company offer their facilities in order to aid the employees in this matter, and for your convenience F. A. Mitchell at the Michigan City office will act as the representative of the Utility Securities Company and buy and sell the warrants; the only expense to you will be a small brokerage charge for this service.

(Continued on Page 2, Column 3)

SOUTH SHORE ORDERS 2 NEW LOCOMOTIVES

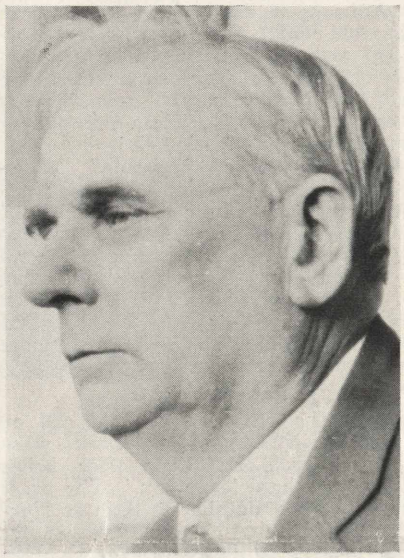
Two new freight locomotives have been ordered by the Chicago South Shore and South Bend Railroad for delivery before the end of the year.

They will be of the 80-ton type and are being built by Westinghouse Electric and Manufacturing Company and the General Electric Company.

Addition of these two will bring the total number of locomotives owned by the road to 14.

The placing of an order for new equipment at this time serves to emphasize the optimistic attitude toward business conditions held by the management of the South Shore Line, it was pointed out.

Retires



M. M. Lloyd, for more than 11 years superintendent of shops and equipment, retired from active service May 26.

M. M. LLOYD RETIRES, 11 YEARS SUPT. SHOPS

M. M. Lloyd, for more than 11 years, superintendent of shops and equipment for the Chicago South Shore and South Bend Railroad and its predecessor companies, retired from active service May 26.

His duties have been taken over temporarily by W. J. Freeman of Madison, Wisconsin.

Lloyd, who is 62 years old, was born in Rockford, Michigan, April 7, 1868. He came to the property in 1919 from Saginaw, Michigan, where he had been master mechanic of the northwest division of the Michigan Railways. Previously he had worked as master mechanic for the Des Moines City and Interurban Railway Company and the East St. Louis and Alton & Granite City lines in southern Illinois.

His first work was as locomotive engineer and motorman in Wichita, Kansas, and then in St. Louis and Granite City, Illinois, as division foreman for the Sprague Electric Company and electrician with the American Steel Foundries.

Mr. and Mrs. Lloyd are building a beautiful new residence in Edgewood on the south side of Michigan City and within a few weeks expect to be at home there to all their many friends.

FIRST PRIZE GOES TO SOUTH SHORE FOR AD USED LAST FEBRUARY

Railroad Has Won National Honors Four Times in Four Years

The Chicago South Shore and South Bend Railroad has been awarded first prize for its newspaper advertising by the Public Utilities Advertising Association. Announcement of the award was made May 21 at Washington, D. C., during the convention of the Advertising Federation of America.

Four Prizes in Four Years

The South Shore Line won highest honors for its newspaper advertising in competition with electric railways throughout the country.

The prize winning advertisement appeared last February in newspapers in South Bend, Michigan City, Gary, East Chicago and Hammond.

This is the fourth time in four years the South Shore Line has won national recognition.

Once before it received a national award for the excellence of its advertising; and twice it has received awards in recognition of its high speed operation and outstanding service.

Won Coffin Award Last Year

The first advertising award came in 1927 in New York City, when at the Sixth Annual Exhibition of Advertising Art, the railroad received first prize, consisting of two medals, for the superiority of its advertising posters. This award was won in competition with leading advertisers, advertising agencies and artists of America.

National recognition of the outstanding service furnished by the road came in October 1929, when the South Shore Line was awarded the Charles A. Coffin medal at the convention of the American Electric Railway Association in Atlantic City, N. J. This was for "distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry." A cash prize of $1,000 accompanied the award and the sum has been turned over to the company's employe benefit fund.

Trophy for Fastest Train

At the same meeting of the American Electric Railway Association the South Shore Line was awarded the Electric Traction Speed Trophy for operating the fastest electric interurban train in the United States and Canada. According to the latest compilation of speeds, the South Shore Line still has the fastest train.

MICHIGAN CITY WORKERS TAKE UP MOVIE ACTING

By Evalyn Knight
Correspondent

It is doubtful if there is a single person who hasn't a secret desire to get into the movies.

Oh, yes! Perhaps it's so secret that they scarcely recognize the longing themselves, or if they did, would never dare admit it. But there is a fascination about the silver screen which undeniably grips almost every one.

Fortunate (perhaps) are those who can see themselves brought to life before their eyes on a moving picture stage.

Four of the employes of the Michigan City station are really and truly in the movies, and here's how.

W. W. Clemmons, safety engineer for the South Shore, arranged to make a movie showing hazards attendant on trespassing on railroad property. Mildred Richter and Phillis DePidone took the part of pedestrians who were saving time by cutting across the platform and Tom Cassidy and Carl Will represented employes on duty.

The finished product will show very clearly the danger of this practice.

Pictures were also taken illustrating the right and wrong way to truck freight, and the right and wrong way to lift freight. The danger from trucks with weight on one end, and the danger of unloading truck from the wrong end are also shown in the picture

MADE VICE-PRESIDENT OF ADVERTISING GROUP

E. Frank Gardiner, publicity director of the Midland United Company and subsidiaries, was elected a vice president of the Public Utilities Advertising Association at the annual meeting of that organization held in Washington, D. C., last month in conjunction with the annual convention of the Advertising Federation of America.

Railroad Hobo Passes; His Lingo Lingers On

Railroad hobos, or "boomers," are fast disappearing from the railways. Though one seldom sees the ragged figure sauntering along the tracks the language employed by the boomer lives on. It was his imagination which created railroad lingo, used today in train yards and round-houses.

The talk of the boomers gave a key to their character and revealed their hatred of discipline. A general manager was always "whiskers," a superintendent the "old man," a trainmaster a "warthog," and a yardmaster a "switchhog" or a "dinger." The master mechanic was "the master maniac," round-houses were "madhouses," while a railway policeman was a "cinder dick."

Engineers were "hogheads," "eagle-eyes," and "positive blocks;" a conductor was a "Big O" or "bakehead," and a brakeman was a "shack," a "roughneck," a "groundhog," a "stinger," a "fielder," or a "carcatcher," according to the type of work he did. Firemen were called "tallow pots" or "diamond pushers," while all switchmen were cursed with the name "snakes."

Paper Weights

Clerks had to answer to the call of "paper weights," and yard clerks were "number grabbers," their office being called the "knowledge box." The track laborers were familiar to them as "jerries" and "snipes," their foremen the "king snipe," while extra gang laborers were called "gandey-dancers." Telegraphers were "brass-pounders," or "lightning slingers."

The boomers also had their names for the various types of cars and locomotives. Any locomotive was a "hog," a "kettle" or a "teapot." A large locomotive was a "battleship," while switching locomotives were "goats." Cabooses were "dog houses," "crummeries," "crumb-boxes," and "buggies," while the toolbox underneath was a "possum-belly." The pay car was the "family-distributer" or the "band-wagon," refrigerator cars were "freezers," Pullman trains "snoozers," and a private car a "drone-cage" or "brain-wagon." An empty coach was a "bull-fighter," a passenger car a "varnish-wagon."

Clough, Powers, Ranson, Lankford

Left to right, Otto Clough, Lloyd Powers, Frank Ranson and M. R. Lankford, brakemen with the South Shore Line. Clough and Powers, who rank among the oldest brakemen, spend most of their time on the line car. The former is such a famed fisherman that his nickname is "Perch."

South Benders

C. W. Veach and F. A. Steffaniak, two of the men who make things hum for the South Shore over in South Bend. Veach is correspondent for the PANTAGRAPH.

JUNE 24 LAST DAY TO EXERCISE STOCK RIGHTS

(Continued from Page 1, Column 1)

"Those employees who will find it more convenient may go direct to the office of the Utility Securities Company at 230 South La Salle Street, Chicago, where the same service will be furnished."

Common stock of the Midland United Company was first offered to the public in September, 1929. The company owns, or controls through common stock ownership, public utility companies chiefly in Indiana and Ohio. Total consolidated gross income of the company and subsidiaries in 1929 was $47,494,818.

SOUTH BEND EXCURSION RATE STARTS JUNE 14

Special week-end rates from South Bend to Chicago were placed in effect June 14 and will remain for the duration of the summer.

The price of the round trip adult ticket is $4 and for children $2.

Tickets are good on any train leaving South Bend Saturday or Sunday, and returning, may be used up to midnight Monday.

A similar week-end excursion rate was in effect from South Bend last summer and proved extremely popular.

SIGNAL DEPARTMENT PUTS IN NEW LAMPS, EFFECTS ECONOMIES

By Frances Martin
Correspondent

The Signal Department, playing as it does such an important part in caring for the safety of motorists and trains, carries on a varied and interesting routine of work under direction of B. L. Smith, signal engineer for the South Shore Line.

Frances Martin
Correspondent

Let us take a glimpse into the activities of this department and make it "live" for us.

Maintainers consisting of L. Ten-Voorde stationed at New Carlisle; E. W. Braginton at Michigan City; R. W. Duclos at Tremont; R. R. Rotzien at Miller; W. J. Talbott with Charles Beebe as helper at Hammond; are constantly out on the line making necessary repairs, inspections, and check ups on all signals and stop signs.

Manual and automatic crossing gates are inspected once a week; flashers are inspected each week and daily where possible, and painted every year; signals and switch lights are checked each day; interlocker inspected and checked each week; and circuit controllers which affect the operation of signals are checked as to adjustment once a week. The motor car used by the maintainers is inspected and cleaned every Saturday afternoon.

Then there is a construction crew composed of six men under the direction of W. F. Auch, foreman. This crew is daily following up the laying of new rail east of Michigan City and replacing all signal apparatus as the work progresses. The crew has a Ford motor truck at its disposal.

Signal Engineer Smith reports that the most outstanding work recently is the change in lights along the line from and including South Bend to State Line.

He says, "The 110 volt 36 watt lamp is being replaced by transformer 10 volt 18 watt lamp which gives a better light and is proving more economical, saving the company $2,000 a year in power and lamps used. Experiments made with these lamps previous to the installation, showed that two lamps burned for 16 months without failure where with the other type lamp it is impossible to get three months service before renewing it.

"Overtime in renewing these signal lamps has been quite an item but this will be eliminated with the new type of lamp and the diminished number of lamps used per year. The installation was made at a cost of about $2,000.

"Only one lamp will now be used in the lense unit whereas the old method required two. The reason was that if the front lamp failed, the rear lamp would be burning. This proved quite expensive and did not eliminate lamp failures. The new lamps will also afford considerable saving in power consumption. There were 1552 lamps of the old type used each year whereas only 194 will now be needed."

Hope is held forth that the balance of lights will be changed from State Line to Kensington before winter sets in.

MORTALITY TABLES, AT BEST, POOR GUIDE TO VALUE OF HUMAN LIFE

By Charles C. Towle
Correspondent

We often read that some scientist has analyzed the chemical content of the human body and has set a dollars and cents value on its constituent elements.

C. C. Towle
Correspondent

The other day we were told, in a Chicago paper, that the human body is worth about $15 on the market.

It contains so much nitrate, so much calcium, so much of this and that, and these elements, if sold to one manufacturer or another would bring at best, about $15.

But the dollars and cents value of a living, breathing, human being is many times the actual value of the elements contained in the human body.

Any method of calculating the actual value of a human life must in the very nature of things be inadequate. Yet, among insurance companies there has arisen a general plan for arriving at a satisfactory valuation.

The plan is based on the use of mortality tables. As early as the 17th century an attempt was made to scientifically estimate the probable length of human life. Up to 1868 various other tables were compiled, but in that year the American Experience Tables of Mortality were published. These tables were by far the most satisfactory. They were constructed from the experience on insured life of the Mutual Life Insurance Company of New York, and they are now freely accepted by courts of law in fixing the monetary value of life.

There were one or two deficiencies in these tables which the United States Life Tables, compiled in 1916, largely overcame. This latter work gave us figures based on census returns, establishing classifications as to sex, color, nationality, etc. For example, according to the American Experience Table, the expectancy of life at age 36 is 31.07 years, but the latest United States Life Table gives the expectancy as follows: for all classes 31.16 years; all males 30.21 years; all females 32.19 years; white males 30.34 years; white females 32.33 years; negro males 23.84 years; negro females 25.81 years. One observes that women may be expected to live longer than men and whites longer than negroes. Thus, the latter table is the best for accurately evaluating human life.

The procedure for doing so, is to learn the age of the deceased and then refer to the table for number of years he might be expected to live. To illustrate, we shall assume a man 50 years dies leaving a widow. According to the table, the expectancy of life at his age is 20.39 years. He earned $2,000 a year and we shall say that his wife would have received the benefit of one-half this income. Therefore, by his untimely death, she will lose $1,000 per year for 20.39 years. The value of this husband's life to his widow can be said to be $20,390.

These calculations are restricted in their application by the limitations expressed in the enabling statute which creates the right of recovery. It is a common belief that the right to recover damages for the wrongful death of one's kinsman is an inherent one and one existing as a matter of course. Such a conviction is not founded on fact. Until 1846 there was no right of recovery for damages growing out of the wrongful killing of a human being. This was under the theory that the right to recover money for injuries sustained was entirely a personal right and that when the injured person died the right to recover died with him.

This rule was changed in England in the year mentioned by a statute known as Lord Campbell's Act. This law provides that an action for damages for personal injuries resulting in death shall survive to the personal representative. The states in this country have subsequently enacted similar statutes creating the new right of action in certain named classes of survivors.

Signals

Signal Engineer Ben Smith has effected new economies in signal maintenance as explained in accompanying article by Frances Martin, new correspondent for that department.

THE PANTAGRAPH

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GILBERT McCLELLAND ..... Editor

Vol. IV JUNE, 1930 No. 6

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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Do Something Extra Daily

I asked one executive who is steadily coming to the front whether he could offer any suggestion to others ambitious to advance. He replied: "I can only tell you my own system—my own secret, if you want to call it that. As you know, I have a lot of what you might describe as regular or routine work to do every day—I haven't got to the point where I can delegate all my duties to others. But for years I have made it a fixed rule not to be content with doing merely the things that fall to my lot to be done day by day. I early made a vow that I would do my darndest to think up something *extra* to do each day, something not on the calendar, but something which would contribute in some measure to the progress of the business.

"By following this plan as vigilantly as I know how, I have never fallen into a rut. While I don't know it, I rather imagine it was these *extra* things I kept on doing which first attracted the attention of my superiors. What may strike you as strange is the fact that, instead of it steadily becoming harder and harder to think up something *extra* to do, practice has made it easier; not only that, but, if I may say so, my aptitude for conceiving worthwhile things to be done has improved. It has become second nature with me to put on my thinking cap and reason out new ideas."

How does this appeal to you?—*B. C. Forbes, in Forbes Magazine.*

What Taxes Cost Railroads

As a striking instance of how taxation affects the cost of living for every man, woman and child in the United States, let us look briefly at what taxation costs our railroads.

The railroad tax bill for 1928 was $420,000,000 or considerably more than $1,000,000 a day. This grand total required the entire net revenue derived from eighty-five days of operation of all railroads in the country. Tax collectors in 1928 took from the railroads all the net operating revenue produced from 55,700 average miles of railroad miles. On the average, railway employees to the number of 387,000, with 14,000 locomotives, 12,000 passenger-train cars, 540,000 freight cars and other railway facilities to the total value of $5,800,000,000 worked the entire year of 1928, not for the owners of the railroads, but to produce the money to pay railroad taxes.

When it is remembered that taxation is an item of expense over which the railroads have no control, that it is substantially part of the cost of operation and that the vast sum is paid eventually by every one who uses the railways or is served in any way by them, we may get some idea of one very essential item in the general cost of living. And railroad taxation is steadily increasing. Since 1913 railroad taxation has increased 256 per cent. The average rate has gone up about $5,200,000 a year. These figures would seem to call for a deal of serious thought on the part of the public; for the public ultimately pays the bill.

Seven Mistakes of Man

"There are seven mistakes of life that many of us make," said a famous writer, and then he gave the following list:

1. The delusion that individual advancement is made by crushing others down.
2. The tendency to worry about things that cannot be changed or corrected.
3. Insisting that a thing is impossible because we ourselves cannot accomplish it.
4. Refusing to set aside trivial preferences, in order that important things may be accomplished.
5. Neglecting development and refinement of the mind and not acquiring the habit of reading and studying.
6. Attempting to compel other persons to believe and live as we do.
7. The failure to establish the habit of saving money.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

"The time will come," shouted the speaker, "when women will get men's wages."

"Yes," said a little man in the corner, "next Saturday night."—M. J. N.

! ! !

We are twins and look alike. When we were at school my brother threw an eraser and hit the teacher. She whipped me. She didn't know the difference; but I did. Brother was in a fight, and the judge fined me five hundred dollars. He didn't know the diff, but I did. I was to be married, but my brother arrived at the church first and married my girl. She didn't realize, but I did.

But I got even for all that. I died last week and they buried him.

! ! !

Wife (looking up from her newspaper): "It tells here about a man giving his wife a $500 necklace. Nothing like that ever happens to me."

Husband (looking up from his): "I was just reading about a man giving his wife a pair of black eyes. Nothing like that ever happens to you, either."

! ! !

The Kansas and Oklahoma railroad, operating near Liberal, Kansas, lays claim to be the most informal railroad in the country. The road is operated by a crew of two men, and the train runs whenever business presents itself.

It is necessary for the fireman to jump off the train and open a barbed wire fence before the engine can pass over the junction with the Rock Island rails.

! ! !

Professor—"I forgot my umbrella this morning, dear."

Wife—"How did you come to remember you had forgotten it?"

Professor—"Well, I shouldn't have missed it, dear, only I raised my hand to shut it when it stopped raining."

! ! !

Waiter—What is it you wish, sir?

Long-suffering Patron—Well, what I originally came in for was breakfast, but if dinner is ready I'll have my supper.

! ! !

Farmer to friend—I hear, Bert, that while ye were in the city ye took up this here golf. How'd ye like it?

Bert—Well, it ain't bad. It's a bit harder than hoein' turnips and a bit easier than diggin' potatoes.

! ! !

Proud Father—"Let me tell you, son, that the man who gets my daughter will get a prize."

Hopeful Candidate—"May I see it, please?"

! ! !

DIVERSIFICATION

The Georgia farmer wakes up before daylight by the alarm of a clock made in Connecticut; washes his face with Cincinnati soap in a New Jersey tin washpan; builds a fire in a Kalamazoo stove to boil Louisiana coffee which he drinks with his biscuits made of Minneapolis flour, and Kansas City bacon, also perhaps has some New Orleans molasses. He then hitches a Kentucky mule to a South Bend plow and scratches a farm covered with an Ohio mortgage, copies of which are filed in a safe from Michigan. When the day is far spent he returns to his house built of Mississippi cypress and California shingles; sitting down to a Grand Rapids table covered with a Massachusetts oilcloth he eats Chicago side meat, Illinois corn-pone, Japan tea, flavored with New York condensed milk, and sweetened with Cuban sugar. Afterwards he reads by the light of a Pennsylvania oil in a Pittsburgh lamp a chapter of the Good Book printed in Boston and says a prayer written in Jerusalem; he then takes off his Michigan overalls, New Hampshire shirt, and Missouri boots, and crawls into an Indiana bed and covers himself with a New Jersey blanket, only to be kept awake all night by the howling of a family dog which is the only home raised product on the place.

ALONG THE SOUTH SHORE LINE

Freight

Evalyn Knight
Correspondent

Hammond and East Chicago

Evalyn Knight
Correspondent

D. P. Ferner, the agent, spent Memorial Day quietly at home, it being too cold for the picnic planned.

George Moon and family spent the holiday with Mrs. Moon's relatives at LaSalle, Ill.

The force at East Chicago has a new horseshoe court on which to practice and amuse themselves during the noon hour. Mac, the warehouse foreman, is champion of the town of Burnham and is teaching the rest of the boys to play. We challenge any station along the line to a series of matches, to be arranged at their pleasure.

E. S. Morgan, the agent, is the daddy of a new baby boy, born recently. He is being raised to be an agent. Congratulations!

Miniature Railway

Morgan's hobby is a miniature railroad upon which he spends all his waking hours when not working for the South Shore. This railroad is a small one and is being built for the amusement of the boy of the family. Morgan says that in about a year when the project has progressed far enough, he will tell us all about it. And all this goes to prove that Morgan is a real railroad man.

Gary Freight

Ed Williams, agent, and family will spend the last of June visiting his brother in San Bernardino, California. We wish them a safe and happy time and hope that they will tell us all about it upon their return.

Michigan City Freight

J. C. Rose rendered first aid to four motorists on the Dunes Highway the day preceeding Memorial Day.

New Carlisle

The agent at this station, Mr. Bleasdale, spent the holiday hard at work. Although you never hear much from New Carlisle, remember that there is only one employee at this station and that he must work seven days each week, so of course, he doesn't have much time to "get into the paper."

The work of laying new track through New Carlisle has been completed.

South Bend Freight

Chester Beck, warehouse foreman, and his bride have become tired of furnished apartments and have moved into a little, wee nest of their own in Mishawaka. Beck spent Memorial day helping "get straightened up."

Tom McCaskey has resigned from his job as tractor driver and now Albert Hoover and Fred Smith again have charge of the roaring monsters. Ed McCaskey is now on duty full time.

Arnold Is Better

Roscoe Arnold, off duty for more than a year on account of rheumatism which left his knee in bad condition, is now able to go to work full time again. He is night clerk and does our "expensing." Arnold does not yet have the complete use of the one leg, but gets about very nicely on crutches.

Edward McCaskey recently spent a week touring through Wisconsin with his mother. He spent some time at Madison and thoroughly enjoyed the trip.

Freidline, Rose Change

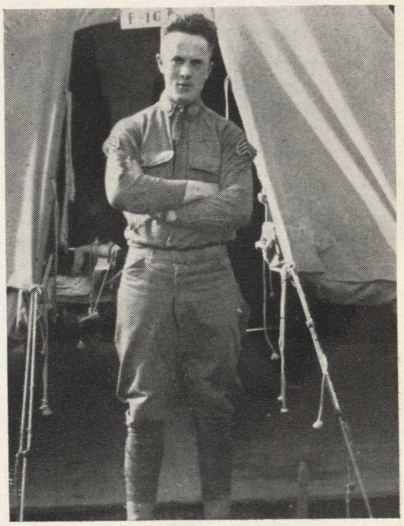
J. W. Freidline has exchanged places with J. C. Rose, of Michigan City freight, the transfer taking effect the first of June. Freidline has been with the company about two years, starting as night clerk, while Rose has been with this road just one year longer, having started as clerk for his father, agent at Michigan City.

Accompanying is a picture of each of the two young men above mentioned. Perhaps it would be interesting to some of you to know that the background in Freidline's picture is the well-known lake at Notre Dame with some of the buildings of this famous institution seen in the rear. Rose is standing in front of the headquarters tent of the Citizen's Military Training Camp at Fort Benjamin Harrison, where he spent three terms, coming up through the ranks from Private to Sergeant.

J. W. Friedline

J. W. Freidline, formerly of the freight department at South Bend is now at the Michigan City Freight Office.

At Ease



J. C. Rose, of the South Bend freight department, does a little soldiering on the side. He was formerly in the Michigan City freight department.

Accounting

Mabel Farber
Correspondent

Vacation time has rolled around again and everyone is anxiously waiting his turn.

Grant Stein spent a week in the east. He visited friends at Geneva and Buffalo, N. Y., and of course, had a look at the Falls.

Mabel Farber
Correspondent

Florence Gallier of the Passenger Accounting Department spent several days at Lafayette while on her vacation. Her mother accompanied her.

Leo Kircher and wife are visiting relatives and friends at Eagle River, Iowa. Leo is living at Gary at present, having moved recently from Chicago. This shortens the commuting but it also shortens the rummy game each day.

Regina Orlowski did the unusual thing while on her vacation. She rested mostly, with only one trip to Chicago.

Mr. and Mrs. Louie Rappeport thoroughly enjoyed a trip to Cuba by way of New Orleans.

George Gensch acquired quite a coat of tan over last week end. He played golf without his hat. Kenneth Kimmel and Frank Winegar have also been indulging in the sport.

F. A. Mitchell has been seen with his portfolio making the trip to Chicago

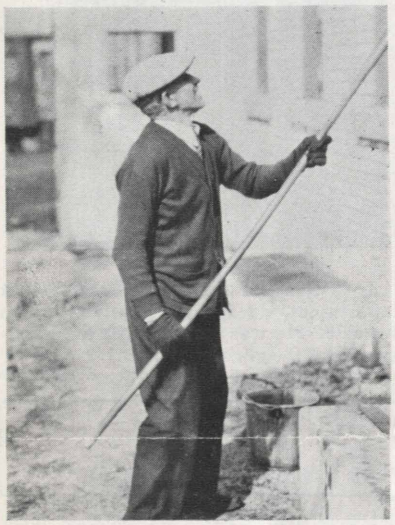
ALONG THE SOUTH SHORE LINE

just about every day. We learn that he is taking a course in Business Law.

Mr. and Mrs. Sam Sadler made a trip to Ohio over Decoration Day. They visited relatives at Zanesville.

Joe Connelly, formerly of the Freight Accounting Department, is now relief clerk at the various freight stations. He will relieve regular clerks who go on their vacations.

George Blockno



If you think you will need a Christmas tree about three years from next December 25, place your order with George Blockno, caretaker at the Michigan City general office. He has several boxes full of cedar sprouts and expects to have quite a forest for the Holiday trade in 1933.

Commendations

How Temple Williams, secretary of the Dodge Manufacturing Corporation at Mishawaka, appreciates the service of the South Shore Line is told in the following letter received from him by O. H. Hansen, auditor of passenger revenue at Michigan City:

"I want to thank you for your very prompt and courteous reply to my letter of the 23rd with reference to the over-cllection of 90 mileage coupons. When I at first suggested that I would write you and would promptly obtain a refund of this excess, other people in our organization laughed at the idea, but I told them that from previous experiences with the service of the South Shore when things went wrong, I knew I would get this back and very promptly. I have not been disappointed and am only the more convinced that the South Shore Line is entitled to all the awards of merit which it has received in the last year."

General Offices

M. J. Naughton
Correspondent

Life is lovelier made by trees,
Birds and butterflies and bees.
Some high purpose is revealed
By the daisies in the field.
Nor is Nature's every mood
Bent on drink and dress and food.

—Edward Guest.

M. J. Naughton
Correspondent

And now we have June — the loveliest of the twelve months in the year. The month of roses, red roses, pink roses, white roses and the dear old-fashioned rambling yellow roses. The fields are knee-deep in buttercups, irises, daisies and wild lilies-of-the-valley. The trees are majestic in their leafy greenness, and the twittering and chirping of birds, makes one feel grateful to be alive. June is also the month of the sweet girl graduate, and of the bride. And to the employes of this company June will have an added significance, for the word has been passed around that the *Pantagraph* is to be continued—and its now up to the correspondents to make it an interesting paper. Long live the *Pantagraph*, which is always a welcome monthly visitor.

Will Clemmons, South Shore Safety Engineer, seems to have his hands full these days. With the extensive construction jobs going on around the shops and offices, and the track rehabilitation—and with the disinclination on the part of the office force to "take the high road" to and from the office, on account of the large pebbles which will wear out shoe leather and injure tender feet—poor old Clemmie is busier than the proverbial one-armed paper hanger with the itch trying to talk safety to the office bunch. Never mind, Clemmie, we do watch our steps and are careful, but we love to see you work, so that is the cause of our "nachurally tentalizin" ways of walking the ties.

Velbert Cottage

W. A. Underwood, Engineer Maintenance of Way, spends many of his spare hours in beautifying his lovely home a-top one of the steepest hills in Long Beach. If you want to know the technical names of flowers ask W. A. U.—he has done more grafting of flowers than any one other than Luther Burbank himself. His "daily dozen" is taken in sodding, planting and transplanting flowers and shrubbery and mowing his beautiful lawn. If you want a real treat some of these fine June days just drive up the steep hill leading to "Velbert Cottage," and take a look at the beautiful flowers and the ideal location for a home—and unless I miss my guess the hospitable lady who presides over the home will invite you in for "just a cup of tea and a cookie which I have made from a new recipe"! Mrs. Underwood is noted for her southern cooking and is a very hospitable hostess.

Fore! Fore! Fore!

Saturday afternoon finds many devotees of the golf game among the office crowd—and none are more enthusiastic than the Irish foresome, composed of Jimmy Mallon, Fred Williamson, John Kelley and Lloyd Bantz (the latter is only "Irish" by adoption as long as the golfing season lasts). They never miss a Saturday afternoon and many a Sunday finds them on the links of the Valparaiso Country Club with an interested and enthusiastic gallery of wives and sweethearts. They are the beginners. Among the older ones and the experts are F. O. Whiteman, George Gensch, Louis Rappeport, Kenneth Kimmel, and last, but by no means least, Frank Winnegar, who carries the niftiest golf bag seen in Michigan City.

Memorial Day Hike

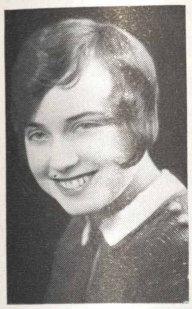
Now wasn't Memorial Day a fine holiday? And what did you do over the week-end? Several of the girls, including Audrey Melson of the Mechanical Department, with Betty Gay (formerly with the Accounting Department) now of the City Engineering Department, joined a group of Prairie Club friends,

Transferred

Marshall Kambs is the new second trick agent at the Michigan City passenger station. Howard Moyer, formerly day agent at Hegewisch succeeds Kambs at Gary and H. E. Kiefer, formerly at Michigan City is transferred to Hegewisch.

ALONG THE SOUTH SHORE LINE

Young Welbaums



Allene and Paul Welbaum, daughter and son of Arthur Welbaum, South Shore employe at the South Bend Terminal. Allene graduates this June at Buchanan High School, Buchanan, Mich.; and Paul is with the Allen Hardware Company in that city.

and spent the time at Tremont exploring the dunes and tramping and canoeing.

In the midst of our brightest days will creep in a little bit of sadness—and I know to many the announcement that, "Jerry has gone from Michigan City," will bring a bit of sorrow. To those not in the know, "Jerry" is H. E. Kiefer, for eleven years the night ticket agent at Michigan City. We will all miss his wistful smile, his joking remarks, and his ever willingness to be accommodating—our separation will be a loss also felt by the steady patrons at the Michigan City Station, where Jerry not only made friends but also kept them. His promotion to the day ticket agent job at Hegewisch breaks up the ranks of the old-timers down at this end of the line. Good luck to you, Jerry, and may you count your friends at Hegewisch as you have those with whom you came in contact at Michigan City. Our best wishes go with you!

Hansen Weakens

Nothing can tempt O. Henry Hansen to join the golf recruits. Says he fails to see the pleasure to be deprived from chasing a pill around the field—yet in a reminiscent mood the other noon, sez Henry "Oh I may have to come to it yet, for all the live ones who used to go fishing are now agolfing—and what's the use of going fishing if you don't have any one to swap jokes with?"

Conductor Harry Stein, who heads the conductor's list, just dropped in the other day to tell us he was exactly twenty-two years with the company—and same kind of weather the day he "landed"—blistering hot and the next day so darned cold you needed your overcoat. My how time does fly—and now here is his son Grant Stein, commonly known as the "first South Shore baby" employed in the car record department.

The college crowd is returning, and the first to be welcomed was Ed Williams, who generally puts in his vacations working with the surveying corps. We're always glad to see Ed, who is the son of one of our oldest employes. And in a few days will come along Florentine Luchtman. And another of the surveying gang is Clifford Kirk, around the office known as "Dude Kirk," who graduated on May 29th from the Mitchell, South Dakota, High School, with his proud parents among the spectators.

Radio Performers

Ever listen in when WJKS, Gary, is broadcasting? Well, you're missing something if you don't. Just a few months ago we were all delighted and charmed to hear Jimmy Jones, just eight years old, playing the piano like an old-timer. And many a Tuesday evening have we listened with rapt attention to the sweet notes of our talented pianist, Miss Mary Jane Sterling, the daughter of one of our Freight Car Inspectors. And every now and then Mrs. W. A. Underwood entertains with her charming voice.

Just a year ago we lost from the office gang one of our most charming girls, Marie Kelley who married Charles Ludden, Acting Electrical Engineer. On May 15th Marie, better known as "Kelley," became the mother of two dimpled little darlings—twins—a girl and a boy—John and Jacquelyn—John and Jack. And now along comes some more news in the same line. Little Mabel Helmick, formerly of the Claims Department in Gary, who more than a year ago married J. A. Johnston of the Gary Stores Department, is the mother of a little son.

Let me do my work from day to day,
In field or forest, at desk or loom,
In roaring market place, or tranquil room;
Let me but find it in my heart to say,
When vagrant wishes beckon me astray,
"This is my work, my blessing, not my doom;
Of all who live, I am the one by whom
This work can best be done in the right way!"

—Van Dyke.

Traffic Department

C. L. Binger
Correspondent

C. L. Binger
Correspondent

Larry Preston is now comfortably enscounced in the place of Stanley Stahl as messenger clerk. Stahl has won a promotion into the rate department. Preston spent Memorial Day canoeing, and wears a leathery sunburn now.

Our office was graced with the presence of Mrs. M. Frantz, Dorothy Frantz and Mrs. M. Seeger, mother and sisters of our late friend and co-worker, Roy Frantz.

Miss Eleanor Fowler of the Outing and Recreation Bureau is coordinating the work of the bureau with that of the traffic department and has her desk in the passenger department corner.

Chicago Terminal

Merle D. Anton
Correspondent

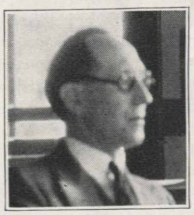
Merle Anton
Correspondent

J. L. Stratton has fully recovered from a serious case of scarlet fever which kept him confined for more than five weeks.

D. E. Ferner and Merle D. Anton had an enjoyable airplane trip from Milwaukee to Grand Rapids and return recently as the guests of John Koehler, president of the Koehler Aviation Corporation. Koehler was formerly employed by the South Shore, and reports that he is doing well in his new venture. Ferner enjoyed the trip but Anton will reserve his opinions of air travel.

South Bend Terminal

C. W. Veach
Correspondent



C. W. Veach
Correspondent

Howard Onderdunk, South Bend Shops, is now spending his vacation in Virginia, his home state.

Richard Snider, South Bend Shops, has a beautiful home in Roseland and spends his spare time raising chickens. He has 300 little chickens and they are all glad to see him when he gets home in the evening.

Hershell Wood, South Bend Shops, made an automobile trip to Indianapolis to attend the Automobile Races. Decoration Day.

C. C. Tillson, is planning to leave for Kansas City, Mo., about June 24 for a few days of vacation. This being his former home he will enjoy visiting relatives and friends.

Beautifies Terminal

Toney Sobecki, foreman of South Bend Terminal, takes a lot of pains in the company's property at the terminal and has been spending his spare time beautifying the place. He has most of the ground in shape for a lawn, sowing grass seed and rolling it so that it can be cut with a lawn mower, he has planted gladioli, hollyhocks, lilacs and a number of other kinds of flowers and shrubbery. Toney expects to be on the job all summer until September, then

ALONG THE SOUTH SHORE LINE

he will take a vacation and go to Northern Michigan near the Straights, where he can hunt and fish.

L. C. Bennett, our new ticket agent, at South Bend is doing fine. He now realizes that there is plenty of work to do when school closes at Notre Dame University and St. Mary's College.

MIDLAND MEDALS FOR LIFE-SAVING AWARDED

The second annual awards of Midland Utilities Medals for life-saving to employes of subsidiaries of the Midland United Company have been announced.

The following four men, all of whom are employes of the Northern Indiana Public Service Company, will receive the awards in recognition of great public service in saving human life: Charles W. Bennett, Lafayette; Lawrence B. Nelson, Fort Wayne; Walter Lee Wahlsmith, Hammond; Joseph H. Reiser, Michigan City.

The medals, which were designed by Anthony de Francisci, noted New York sculptor, are made of silver. Each medal is enclosed in a leather case on the outside of which is stamped in gold letters the name of the recipient. Each medal will be accompanied by a framed certificate attesting to the merit of the life-saving act.

Mr. Bennett on March 8, 1929, saved the life of H. O. Murray of Lafayette, resuscitating him from gas asphyxiation. Mr. Nelson on December 21, 1928, resuscitated Orville Shoyer, Fort Wayne, saving him from death by gas asphyxiation.

Harry L. Davidson, of Hammond, was revived by Mr. Wahlsmith following an electric shock on July 16, 1929. Mr. Reiser resuscitated William White of Michigan City from gas asphyxiation February 15, 1929.

LAY CORNERSTONE OF NEW POWER STATION

The cornerstone of the Northern Indiana Public Service Company's new electric generating stations at Michigan City was layed at ceremonies held at the site of the structure, June 11.

Morse DellPlain, president of the company, presided. Mayor Harry B. Tuthill and other Michigan City officials as well as other public utility men were present.

To preserve for future generations the record of the cornerstone laying and of the company's operations in general, copies of Michigan City newspapers and the company's annual report for 1929 along with copies of the employe's publication were placed in the vault of the station's cornerstone.

Steel erection has been completed at the station and considerable progress made in the laying of brick and of roof and floor slab on the main station, the crib house and the breaker house. A crane has been erected in the turbine room to facilitate the placing of heavy pieces of equipment. More than 530 men are at work on the project.

The generating station is expected to be completed in the spring of 1931. Its initial operation will be at 64,000 kilowatts, with an auxiliary unit of 4,000 kilowatts, but the station is being erected to accommodate a second unit when increased demands for service in the territory require it.

START LAYING BRICK FOR SHOP BUILDING

With the foundations in and brick work started, contractors engaged in building the new shops for the South Shore Line in Michigan City expect to begin steel structural work within the next few weeks.

The steel supports are enroute to Michigan City now and sufficient progress has been made that workers will start putting them in place as soon as they arrive.

The grounds and yards around the site of the new shop building have all been graded, and oats are now being sown to keep the sand from blowing. It is probable that clover will be planted in the yard next spring.

According to present plans the new building will be ready for use by August 1.

BUILD TOWER LINE, DISTRIBUTION CENTERS

Construction of two new large electric distribution centers and a 132,000 volt steel tower superpower transmission line 82 miles long has been started in northern Indiana by the Northern Indiana Public Service Company and the Interstate Public Service Company, subsidiaries of the Midland United Company.

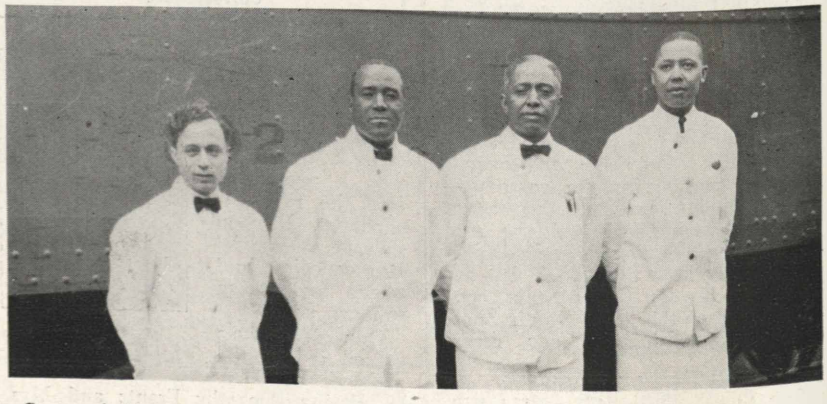
The electric distribution centers will be erected in Plymouth and Monticello. The Superpower line will extend from New Carlisle through Plymouth to Monticello and will be an extension of the Northern Indiana Public Service Company's line which now runs from the Indiana-Illinois state line to New Carlisle, a distance of 58 miles.

Completion of the extension of the Superpower line to Monticello will interconnect all of the Midland subsidiaries' electric properties in the northern part of the state with the great power pool of the Chicago district. The Superpower transmission system will be interconnected with the State Line Generating Companys station at Hammond and with generating stations in Chicago and northern Illinois. In addition, a new connection will be made with the plants of the Indiana Hydro-Electric Power Company, another Midland subsidiary, on the Tippecanoe river near Monticello.

Safety Meetings
July

Freight Station, 1:00 P. M., July 1, South Bend Terminal.
Mechanical, 2:00 P. M., July 1, South Bend Terminal.
Signal, 7:30 A. M., July 2, Michigan City Shops.
Mechanical, 11:00 A. M., July 2, Michigan City Shops.
Freight Station, 1:00 P. M., July 2, Michigan City.
Bridge and Building, 3:45 P. M., July 2, Michigan City Shops.
Electrical, 8:00 A. M., July 3, Michigan City Shops.
Mechanical, 2:30 P. M., July 3, Gary.
Maintenance of Way, 7:30 A. M., July 7, Gary.
Maintenance of Way (Special Car), 8:30 A. M., July 7, Gary to South Bend.
Crossing Watchmen and Gatemen, 5:30 P. M., July 7, Gary.
Freight Station, 1:00 P. M., July 8, Gary.
Freight Station, 2:00 P. M., July 8, East Chicago.
Freight Station, 3:00 P. M., July 8, Hammond.
Freight Station, 4:30 P. M., July 8, Hegewisch.
Freight Station, 6:00 P. M., July 8, Kensington.
Trainmen, 8 A. M. to 8 P. M., July 9, Randolph Street.
Mechanical, 2:00 P. M., July 9, Randolph Street.
Central, 1:45 P. M., July 25, General Office.

Four Reasons for Dining En Route



Some of the gentlemen who put the service in South Shore Dining Car Service. They are, left to right, Haddon, Reed, Porter and Fowler.

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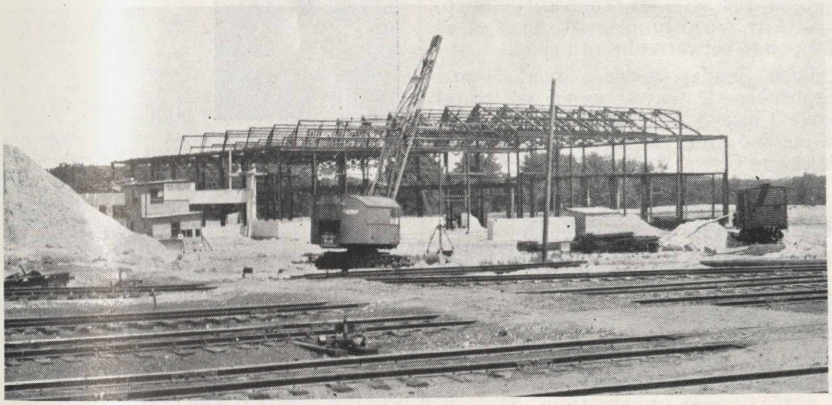
PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 JULY, 1930 No. 7

Rapidly Taking Form



The new shop building, being erected by the South Shore Line in Michigan City, just east of the present building, is well along, and will be finished within the next six weeks. White brick is being laid, inside and out; and work on the roof has been started. To the left may be seen the fill leading to the projected Roeske avenue bridge over the South Shore tracks.

ROAD NOW OPERATES WESTERN MICHIGAN MOTOR COACH ROUTE

Hourly Service to Benton Harbor and St. Joe Started June 28

Starting Saturday, June 28, the Chicago South Shore and South Bend Railroad inaugurated fast transportation service from Chicago to St. Joseph and Benton Harbor, Michigan, every hour, by limited trains and motor coaches via Michigan City.

Inauguration of this new summer schedule on a basis of greater frequency than ever before was made under the direct management of the South Shore Line, which now controls the former Benton Harbor division of the Shore Line Motor Coach company. No motor coaches will be operated through between Chicago to Benton Harbor in the future.

All limited trains of the South Shore Line leaving Chicago every hour on the hour from 6 a. m. to 7 p. m. on week days, and from 6 a. m. to 9 p. m. on Saturdays now connect at Michigan City station with hourly motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other resorts on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

The same frequent service also is maintained from Benton Harbor and St. Joseph to Chicago. Motor coaches now leave Benton Harbor every hour from 6:10 a. m. to 7:10 p. m. on week days, and from 6:10 a. m. to 9:10 p. m. on Sundays, and connect at Michigan City station with South Shore Line trains for downtown Chicago.

Motor coaches between Michigan City and Benton Harbor operate over the new paved U. S. Highway No. 12 all the way except at Union Pier and Lakeside, where they use the old road.

New low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor also are announced.

Walter Loy, An Old Timer, Manages Coach Operation

Walter C. Loy of Michigan City, who more than nine years ago was with the passenger traffic department of the old South Shore Line, has returned to the road to take charge of the newly formed motor coach division.

Walter C. Loy

With the inauguration of hourly service to southwestern Michigan and the transfer of the property from the Shore Line Motor Coach Company to the South Shore Line, Loy was brought down from Chicago to supervise the new service. He has his offices on the second floor of the Michigan City station.

His last previous connection was with the Metropolitan Motor Coach Company in Chicago. Besides working for the old South Shore Line, Loy also has been with the Union Motor Coach Terminal in Chicago, the Shore Line Motor Coach Company, the Canadian Pacific, the Illinois Traction system and the Chicago Milwaukee and St. Paul Railroad.

SOUTH SHORE AGAIN WINNER OF ELECTRIC TRACTION SPEED CUP

Is Declared Fastest in America for Second Year in Succession

For the second year in succession the Chicago South Shore and South Bend Railroad has been awarded the Electric Traction speed trophy as the fastest interurban electric railway in America. The award was made June 25 at the annual convention of the American Electric Railway association in San Francisco.

Committee's Report

The committee which made the award, stated in its report:

"For 1930, the second year in succession, the Chicago South Shore and South Bend Railroad has won the award of the Electric Traction Speed Cup as the fastest electric interurban railroad in the United States. From an examination of the data presented by twenty-one companies, the committee finds that the Chicago South Shore and South Bend Railroad has operated, during the contest period from November 15 to May 15, at a speed of 45.6 miles per hour between the terminals of Chicago and South Bend. The distance between terminals is 89.8 miles, and the number of regular stops is seven. This company had a remarkably good on-time record, the average for the period being over 90 per cent. Last year the South Shore won the award with an average schedule speed of 44.9 miles per hour.

North Shore is Second

"Previous winners of the award have been the Chicago North Shore and Milwaukee Railroad [the North Shore Line, which won second place this year], and the Galveston-Houston Electric Railway Company. Permanent possession of the cup goes to the company winning the award for three successive years.

"Elapsed time or average speed between terminals is the basis for making the award, difficult operating conditions not entering into consideration in the award. The reason for this is patent, as the contest was originated as an incentive to improve right-of-way and equipment in the attainment of higher schedule speed.

35 Per Cent Gain

"It is interesting to note that in 1925, at the beginning of the contest, the speed of the winning road was 40.3 miles per hour as compared with 45.6 miles per hour in 1930, an increase of over 13 per cent. The Chicago South Shore and South Bend Railroad, known at that time as the Chicago, Lake Shore and South Bend Railway, was in seventh place with an average schedule speed of 33.8 miles per hour. Its present record of 45.6 miles per hour represents an increase in speed of nearly 35 per cent."

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV JULY, 1930 No. 7

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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A Political Humbug

A determined campaign has been waged for many years to make the people believe that government ownership of the power industry would be a great public blessing. The importance of the proposition has been magnified out of all proportion to any merit attaching to the theory.

Suppose the government owned all sources of electric power production in the country and gave every householder power for nothing. The amount saved the average family would be an infinitesimal part of the total family income.

It is a hundred times more important to advocate that the government furnish the public food, clothing and rent at cost for these three items take the bulk of the family income.

Why should this nation, which was founded and has progressed on a governmental policy which encourages private initiative and enterprise and protects private property rights, give up these time-tested practices for a socialistic theory that brings increased taxation, a horde of office holders and the stifling of private enterprise?

If the government is going into ownership of industry, it had better furnish milk at cost to start with instead of electricity. This would mean more to the average family and save it more money. Children can get along without electricity but they must have milk.—*Franklin Evening Star.*

The Man Who Counts

It is not the critic who counts; not the man who points out how the strong man stumbled, or where the doer of deeds could have been better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again because there is no effort without error and shortcoming; who does actually strive to do the deeds; who knows the great enthusiasm, the great devotions, spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement and who at the worst, if he fails, at least while daring greatly so that his place shall never be with those cold and timid souls who know neither victory nor defeat.—*Theodore Roosevelt.*

EXTRA WEEK END SERVICE DURING SUMMER MONTHS

Extra service over the week ends is being furnished during the summer months by the South Shore Line between Gary and Michigan City.

Each Saturday from June 28 to August 31, trains out of Chicago at 1:30, 2:30 and 3:30 p. m., which formerly operated only as far as Gary, continue to Michigan City, furnishing service to most of the points between the two cities.

Each Sunday between June 29 and September 1, extra eastbound trains leave Chicago at 8:32, 9:30 and 10:31 a. m,. and extra westbound trains leave Michigan City at 5:52, 7:05 and 8:05 p. m.

1930 RAIL RELAY IS VIRTUALLY COMPLETE

The 1930 rail relaying program of the South Shore Line, the largest yet attempted in one season by the road, has been virtually completed.

A total of 24.4 miles of single track has been relaid between Michigan City and South Bend, and within the next week the final servicing will be completed. Creosote treated ties, tie plates, and 100-pound rail were used throughout.

Stretches in Hammond were completed earlier in the season.

Motor Coach Division

Evelyn Kill
Correspondent

Introducing the employes of the new division of the South Shore Line: At Benton Harbor are Pauline Canfield and Anna Conklin, ticket agents, and Lucille Richey and Charlotte Rawlee, concession clerks. Roy Sparkman is foreman of the garage at Benton Harbor, Oscar Gill is porter and Duane Clauser, greaser.

There are 13 motor coach operators: A. F. Tomsheck, William Lyons, W. Maxwell, J. A. Trainer, Paul Wadley, C. W. Beasley, C. Wade, J. Szendrey, William Austin, L. W. Hills, F. A. Johnson, E. W. Jenkins, N. Micheals. These operators were former employes of the Shore Line Motor Coach Company.

M. B. Wilson

Here at Michigan City are W. C. Loy, superintendent; M. B. Wilson, foreman of the garage; A. J. Krueger, ticket agent; Harold Wiese, porter; Oscar Roeske, greaser, and Evelyn Kill, stenographer.

Visits Michigan City

Pauline Canfield of Benton Harbor visited in Michigan City last Wednesday. Pauline says the way she is selling tickets, business is rushing.

Motor coach transportation went "over the top" during the Fourth of July holidays, all previous records for passengers carried on the main line between Michigan City and Benton Harbor being broken.

Wilson, a Benedict

Accompanying is a photo of Melvin B. Wilson, foreman of the garage at Michigan City. Wilson was married on June 12th to Hilda M. Aicher. The wedding took place at Oak Knoll. Mr. and Mrs. Wilson spent their honeymoon in Canada, and are now residing at 503 E. Tenth St.

Signals

Frances Martin
Correspondent

Frances Martin
Correspondent

Vacation time is here and the summer schedule for the signal department is now in full swing!

Our maintainers, E. W. Braginton, R. W. Duclos, R. R. Rotzien, W. J. Talbott, Charles Beck and L. Ten Voorde have been carrying on their regular routine of inspection and maintenance of all signals. Will Auch, foreman of the construction crew, says his crew has recently been divided—part of them are still following the steel gang east of the city and replacing signal apparatus, and the remainder are installing automatic signals west of Michigan City.

Graduates from High School

Mark H. Smith, son of signal engineer Ben Smith, graduated from the Michigan City high school, June 5, and is now temporarily employed as a signal helper. Mark expects to enter either Annapolis or Wisconsin in the fall.

In line with vacations, Signal Engineer Smith is having quite a problem in deciding whether to fish in Wisconsin or journey to the mountains in Nevada and shoot prairie chickens! Do you suppose the fact that we have heard so many fish stories and preferred some real "mountainous" tales would have any influence on his choice? In either event, no doubt he will have many interesting experiences to relate for our next write up.

Talbotts in Illinois

W. J. Talbott and family visited relatives living in southern Illinois for over the Fourth.

Charles Beebe was married on Saturday, June 10, to Blanche Stempinski of 325 N. Woodland Ave., Michigan City. They now reside at 1306 Kentucky street.

Ticket Agents

Art Kahl
Correspondent

Mrs. Bradley Wilgus, wife of our ticket clerk at East Chicago, has been recently discharged from the sanatorium at Crown Point, Indiana, after fourteen weeks of complete rest. She is feeling well and plans to spend the balance of the Summer with friends near Hudson Lake, Indiana.

We extend our sympathies to Howard Moyer, ticket agent at Gary account of the death of his mother which occurred June 22 at her home in Plymouth, Indiana.

Concessions

Phyllis Manson
Correspondent

We offer our sympathy to Lindy Long at the Michigan City concession whose sister died so suddenly a few weeks ago.

Rhea Ehert spent a week of her vacation at her home.

Edith Harris contemplates spending her vacation in Brazil, Indiana.

Several new young women are now in the concessions department. They are: Elaine Moore at South Bend, Ruth Hutlan and Ruth Papineau at Michigan City, and Gladys Griggs at Gary.

Phyllis Manson
Correspondent

There are now 23 girls in the concession department—15 at Michigan City as compared with two, four years ago. South Bend has three and Gary, five.

Flo Van Vactor who was transferred from South Bend to Gary Railways concession is now back at South Bend.

Gary Offices

C. C. Towle
Correspondent

C. C. Towle
Correspondent

Last month this unit of our railroad failed to obtain journalistic recognition due to the oversight of its correspondent. As a result few of us knew of the vacation trip made by Col. and Mrs. T. G. Hamilton to Tulsa, Oklahoma.

Speaking of vacations, our General Claims Attorney, G. T. Hellmuth, whose office is in Chicago, is spending several weeks at a secluded spot in Wisconsin where he is far away from the jangling telephone, irking claimants and serious accident reports.

Little Sally Seabright, five year old daughter of the claims attorney, has been causing her parents no little anxiety by her recent illness. She is better now and will accompany Mr. and Mrs. Seabright on a projected journey to Pennsylvania and the New Jersey sea shore.

W. A. Pipher, statistician, has just completed the re-decorating of the interior and exterior of his Glen Park home.

Vice-President C. W. Chase has been occupied since his return from the West traveling the three legs of a triangle between Gary, Chicago and Indianapolis.

Maintenance

W. M. Lloyd
Correspondent

W. M. Lloyd
Correspondent

Vacation time is with us again and everyone has plans for a big two weeks. We were always in favor of a vacation but after its over always feel we need an additional week to rest up. Mr. and Mrs. Ken Kimmel will go to Ludington, Michigan, where Ken expects to decrease the population of the finny tribe somewhat. Pauline has no definite plans outside of helping Ken and perhaps losing her hay fever.

Jim Mallon has spent his two weeks playing golf and working around the yard.

John Kelly, traveling engineer, is going to Canada but his destination is a secret. He has promised us an exclusive interview when he returns.

Fred Parker plans on spending his vacation in the hills of old Kentucky.

Weber, Air Minded

Jack Weber since helping to dedicate Michigan City's new airport has grown air minded and is very busy at present helping Al Boller cross section the field.

Leo Schoppe, John Kelly, George Burkett, Charlie Ludden and Al Boller have become Izaak Walton addicts but to date the fish family has suffered only one loss of any consequence. Ludden pulled a nice bass out of Hudson Lake recently but Kelly gets half the credit, for it was his skillful handling of the boat that prevented the big fellow from getting away.

Fred Parker attended the Republican State Convention at Indianapolis the early part of June.

Quinn Recovers Rapidly

John Quinn of the bridge and building department who suffered a bad cut on the leg while loading timbers at the old Eighth Street power plant is making rapid progress on the road to recovery and expects to leave the hospital in a few days.

W. A. Underwood is the proud possessor of a brand new Chevrolet coupe. He says it really isn't his. It belongs to Mrs. Underwood but she lets him use it.

John Hubenthal and Al Keeler have been busy the last month realigning Terra Coupe and Lydick curves. They also found time to put in a new spur at the Hoffman gravel pit in South Bend.

Joe Salvato, who was section foreman at Hegewisch for a year and a half and extra gang foreman for three years, has left us. Salvato was married one month ago and will reside in Chicago where he can work nearer home. The long ride from Chicago to South Bend and back every day gave him very little time to be with his family.

Bennett Resigns

Dave Bennett, for several years foreman of section No. 3 has resigned due to ill health. His place has been taken by Walter Weatherbee who was Harry Jenkin's first man on Section No. 4.

We wish to extend our sincere sympathy to Olaf Probst of Section No. 1 at South Bend whose wife passed away recently.

Guy VanDusen who has had charge of the extra gang doing the surfacing on the rail relay job will again take over his section at New Carlisle. Mike Bitner who has been assisting VanDusen will return to his section at Gary. The rail relay job is almost complete which gives us 100-pound steel practically all the way from Randolph Street to South Bend.

Mrs. Elmer Wills has been called to Kentucky by the serious illness of her sister.

Sebe DeHaan and Ed Rapp are busy raising low spots, renewing ties and surfacing track on their sections getting all set for a hard winter.

Accounting

Mabel Farber
Correspondent

Mabel Farber
Correspondent

Joe Connelly is back at his own desk. Joe has been out at the various freight stations working as relief man while regular clerks have been on their vacations.

C. E. Connelly took one week of his vacation visiting relatives in Cayuga, Indiana. Mrs. Connelly and son Max accompanied him.

Mr. Flory of the freight accounting department spent most of his vacation on his father's farm near Napierville, Illinois. However, he saw a couple of good ball games while away.

Ed. Lewis and his family have returned from a trip to Sturgeon Bay, Wisconsin. They visited friends, also tried a little fishing. But Ed. reports the fishing no good this season.

H. O. Connell, auditor of freight revenue, left Saturday on a two weeks cruise in the S. S. Hawk. While away, he will travel over three of the great lakes, Lake Michigan, Lake Erie and Lake Huron.

Margaretha Behnke has been away from her desk quite a bit of late, due to the illness of her mother.

Mr. and Mrs. Claude Fritz spent last week at the home of Mrs. Fritz's parents, Mr. and Mrs. W. F. C. Dall in South Bend. Mr. Dall was formerly mayor of Michigan City. While in South Bend Fritz played some golf. He also journeyed to Chicago and saw the Cubs beat Boston 10-4.

Al Timm of the passenger accounting department took a part of his vacation. He reports nothing exciting however.

Marguerite Shay, formerly of the Gary office of the Shore Line Motor Coach Company, is the newest addition to the passenger accounting department. She is doing work incident to the motor coach division.

Mr. and Mrs. Jim Haller are undecided as to whether they will go to Canada or Cuba for their vacation.

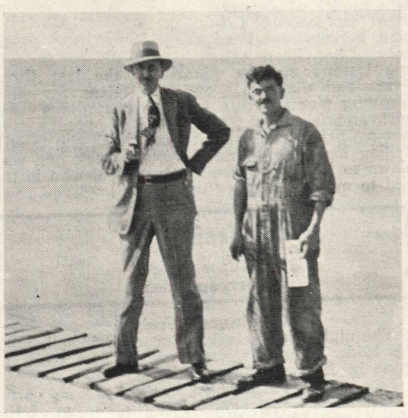
Ray Hotchkiss and Henry Hansen are making great plans for a fishing trip to Minnesota.

George Gensch spent a week fishing at Crivitz, Wis., catching 13 pound pike was nothing at all judging from the pictures he brought back.

Dorothy Bingamon spent a few days visiting friends in Columbus, Ohio.

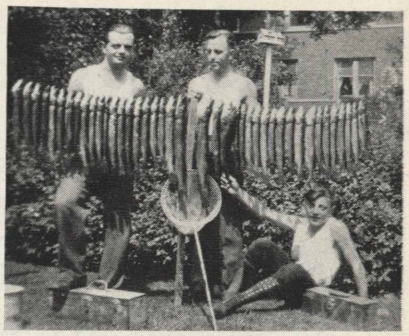
E. H. Utley, Jr., general auditor, and Mrs. Utley took a trip to South Dakota, near the Black Hills.

Drumming Up Business



J. B. Fraunberg, South Shore passenger representative from the Chicago office, is in a splendid place to get some business from Henry Weber, proprietor of Weko Beach, summer resort on the Bridgman, Michigan, lake shore, served by the road's motor coaches. Fraunberg seldom has to push any of his prospects off of piers to get the business, though.

Here's the Proof



George Gensch, staff auditor of the South Shore Line, returned from Crivitz, Wisconsin, after a week's vacation, with several choice fish stories, and a roll of snapshots, one of which is reproduced above, to substantiate the stories. With him in the photo are his nephews, Elroy and Norman Pfenning of Milwaukee.

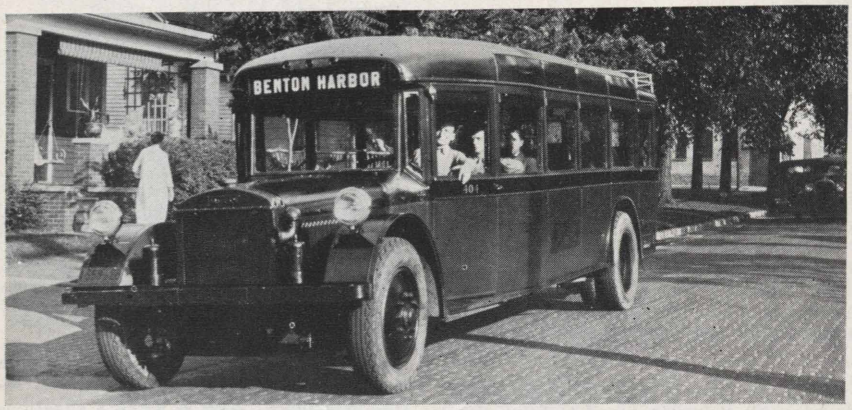
General Offices

M. J. Naughton
Correspondent

M. J. Naughton
Correspondent

We are indeed happy to have with us again Walter C. Loy, new general superintendent of the Motor Coach Division of the South Shore Line, who announces a motor coach every hour to the summer resorts between Michigan City and St. Joe and Benton Harbor, Michigan. Many of the old-timers remember Walter when he was with the traffic department in the days of almost "way back when." We are also glad to welcome to the motor coach division Operators Jensen, Wade and Mi-

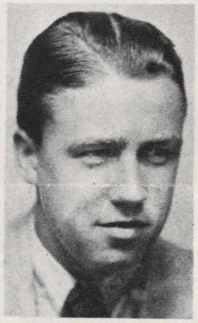
Benton Harbor Motor Coach



One of the motor coaches and three of the coach operators of the new division of the Chicago South Shore and South Bend Railroad. The color scheme of the equipment is the same as that of the passenger cars, orange with maroon trim. Shown are L. W. Hills, Joseph Szendrey and James A. Trainer, three of the 13 drivers.

chaels—three of the most careful, accommodating and courteous drivers on the road.

John Sacks



John Sacks of the stationery and record department. Here is our old friend John again. The boy with the "tooth paste ad" smile. He reports a fine vacation spent visiting with his sister and her family at Jackson, Michigan. He also visited at the University of Michigan. Says he spent a few days at Niagara Falls looking it over—and has made up his mind that he will choose some place else when he goes a-honeymooning. He made all the trips in his nifty looking Ford coupe.

Have yon noticed how up to date our Michigan City concession is with its four large ceiling fans? Did you ever watch the concession girls at that counter take care of the mad rush when the Greyhounds come in—with only 15 minutes for the tourists to "grab a bite."

Another of our returned vacationists is Lila Thompson, who is back at her desk again after two weeks spent at her cottage at Koontz Lake near Walkerton. A restful, shady quiet spot where one can enjoy a real vacation.

Play in Tourney

Frank Winegar and Clarence Scuffham, with Frank Kemp and W. A. Pipher of the Gary Railways, upheld the reputation of the respective properties at the annual golf tournament of the East Chicago Chamber of Commerce, held at the Woodmar Country Club. Winegar reports a wonderful banquet and entertainment.

Fred Williamson, valuation engineer, and W. J. Mallon, assistant engineer, maintenance of way department, are spending the first week of their vacation on the golf links of the Valparaiso Country Club—never miss a morning's play. They are as systematic about their golfing as they are about their work. Whew, how that old "golf bug" 'is hitting the South Shore gang. So far, Audrey Melson is the only one of the office girls who has taken up the fad. She plays golf three afternoons a week at the Gary Country Club—and is fast becoming an expert.

Raymond Glassman, clerk in the Mechanical Department, has returned to his desk after two weeks of glorious fishing in Wisconsin and Michigan, and has pictures of strings of black bass and perch—to say nothing of a big muskelonge—that would delight the heart of any fisherman. Raymond is a shy fellow, however, when it comes to treating the readers of the *Pantagraph* with a real honest-to-goodness picture of a fisherman's catch.

Of course you have read of the great honor that has come to one of our Indiana boys, and a Michigan City boy too—and best of all the son of a South Shore man—William Checkley Loy, the 16 year old son of Walter C. Loy, General Superintendent of the Motor Coach Division. Bill has been chosen as the representative Indiana boy, and with several other boys who have "high marks" will be the guest of Thomas A. Edison for a week the latter of this month. Here's hoping that Bill's rating will be as high or higher than the others, and that Mr. Edison will select him as one worthy to follow in the steps of the wizard of electricity.

Anne Ihnat of the accounting department of the Gary Railways visited with M. J. Naughton the early part of the week. Later on in August she will spend part of her vacation here enjoying the Michigan City beach.

Lillian Allen

The little lady whose picture you see is the only child of Carroll Allen, the popular porter at our Michigan City Station. She is Lillian Allen, age nine years, a pupil at the Elston School in Michigan City, in 4-B, with an excellent report card, and her teacher tells us she is a model of deportment in school. Lillian is very fond of music, has been taking lessons on the piano for the last three years and displays wonderful talent for such a young pianist. She is a quiet, studious little girl, and is a great reader. Her parents gave her a Christmas gift last year which she is still telling her little friends about—"took her way down to Texas" to see her grandpa, who is too old to make the trip "up north."

Freight

Evalyn Knight
Correspondent

Kensington Freight

The night chief clerk, Warner Bridwell, with his bride, spent his vacation the first week in June in Hickman, Kentucky.

Hammond Freight

Mr. Ferner has been placed in charge of the ticket office here in addition to his regular duties as freight agent.

George Moon is sporting a nice new Whippet roadster which he purchased recently.

The former cashier here, Minnie Schroeder, who is now Mrs. Albert Kindt of Lansing, Ill., is employed at the Calumet Pickle Works.

About twenty friends of the agent contrived to surprise him June 14 and remind him that a new birthday had brought the total up to thirty-seven. Everybody had a very delightful time and Mr. Ferner received a beautiful fountain pen and many other gifts. Among those present were Mr. and Mrs. D. E. Ferner, Mr. and Mrs. Dan Haley, Mr. and Mrs. George Moon and Louis Mankanski, former clerk here.

Gary Freight

E. H. Williams, agent, and family have returned from California where they spent their vacation with his brother. Hope they brought back a lot of pictures with them.

Evalyn Knight
Correspondent

Mr. and Mrs. Charles Mason passed their first milestone on the road of matrimony the 23rd of May. We believe that any young swain who is doubtful can receive the necessary courage from their testimonials.

Messrs. Kahl and Mason and their wives enjoyed a very pleasant dinner June 25. The wives prepared the repast in a very primitive manner, cooking the meal over a camp fire.

Michigan City Freight

Phyllis DePidone, who still lives in Gary, spent a very pleasant Sunday with Mildred Richter here recently.

Mildred Richter, chief clerk, plans to take several weeks' vacation soon. She will sojourn in Baltimore, Md., and various points in Louisiana and Missouri.

The office here has changed its aspect some since the work of enlargement has been completed.

Carl Krueger, yardmaster, has returned from his vacation. He visited in northern Michigan and caught some fish.

South Bend Freight

Joe Rose spent most of his vacation the second week of June at home catching up on his sleep. He says he did some fishing and also visited friends and relatives in Indianapolis for several days.

Another employe here to enjoy a vacation this month was Roscoe Arnold. He "went back to the soil" in North Liberty, Ind., and enjoyed again old sights and familiar sounds, such as the humming of the bees, the smell of new-mown hay and all that goes to make June days serene and happy, "down on the farm."

Joe Connelly was relief clerk during the absence of the vacationers, and his infectious grin made him a welcome visitor.

Emma Jean Culp, small daughter of the agent, spent two weeks with other children at the children's camp north of South Bend. Emma Jean says that after all, there's no place like home, sweet home.

We wish to extend sympathy to Chester Moyer, yard clerk, who recently suffered loss of his mother at Teagarden, Ind.

Traffic Department

C. L. Binger
Correspondent

C. L. Binger
Correspondent

Tragedy stalked near the summer home of "Hap" Jones recently, when the youngest, Donald R. Jones, got too near a sunken rain barrel, the lid of which had been raised, and fell into it head first. The quick application of resuscitation methods brought him around, and he is now just as well as ever, but he gave his parents an awful scare.

"Bill" moved his family to Fox Lake for the summer, and did not know of this event until he went to join them over the week end. He tells us confidentially that it will take a ten ton crane to get the lid off that particular barrel again.

William Petersen, traffic manager, has moved his family to Lake Park, and has taken out application for membership in a number of trade unions. First was the movers, next the cleaners, next the painters and paper-hangers. He hasn't told us any fish stories as yet, but summer is young, and he hasn't had a chance to get out on the lake yet.

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 AUGUST, 1930 No. 8

SERVICE ANNUITY PLAN ADOPTED

MONTHLY INCOME TO BE PAID EMPLOYES AFTER RETIREMENT

Men Past 60 and Women Past 55 Eligible After 20 Years of Service

Inauguration of the Midland United Company's Service Annuity Plan by the Chicago South Shore and South Bend Railroad, through which employes will be retired with pensions as a reward for service, has been announced by the management.

The pension system becomes effective August 15.

20 Years' Service

Men employes who attain the age of 65 years while in the service of the company, and women employes who attain the age of 60 years while in service will be eligible to retirement with a pension, after he or she shall have been credited with 20 years or more continuous service with the company or predecessor companies.

The annuity for each employe retired will be an amount equal to two per cent of the average annual salary for the period of his or her continuous service, to the date of retirement, multiplied by the number of years of service, not to exceed an amount equal to 50 per cent of the employe's rate of pay during the last year of service. The maximum pension for retired employes will be $6,000 a year.

Employes of the company will not be required to make any payments into the annuity fund as the road will maintain the fund and the payment of pensions as a reward for faithful service.

Adoption of the plan means that all employes who grow old in the service of the road will be assured of a steady income for the remainder of their lives after their retirement from active service.

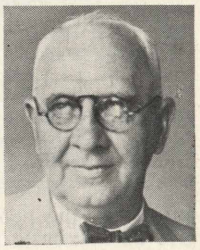
Administered by Trustees

Men employes who attain the age of 60 years, and women employes who attain the age of 55 years while in service, may be retired on an annuity upon request, provided they have been in service continuously for 20 years or more. The percentage of the final rate of pay for maximum annuity for those who retire voluntarily will range from 40 to 48 per cent, instead of 50 per cent.

The Midland United Company Service Annuity Plan is administered by a board of trustees composed of representatives of the companies adopting the plan and the president of the Midland United Company. The Midland United Company is an investment company, which through common stock ownership controls the Chicago South Shore and South Bend Railroad and other utility companies operating chiefly in Indiana and Ohio.

D. E. Matthews Succeeds J. K. Gray, Retired, As General Superintendent

David E. Matthews has been appointed general superintendent of the Chicago South Shore and South Bend Railroad to succeed J. K. Gray, who retired August 1.



D. E. Matthews

Matthews comes to the South Shore Line with a background of more than 40 years of practical railroad experience. He was connected with the Pennsylvania Railroad for 21 years, starting as a brakeman and becoming successively freight conductor, passenger conductor, yardmaster, and assistant to the superintendent, doing special supervisory work.

He has been railroad inspector and examiner for the Public Service Commission of Indiana since its creation, and with its predecessor, the old Railroad Commission since 1905.

J. K. Gray

Matthews' whole career, according to the announcement, has been closely identified with railroad operation, including the investigation of accidents, handling of traffic and inspection of equipment. He has been active in the promotion of safety to passengers and employes on the Pennsylvania system and later in connection with his work for the public service commission.

Mr. and Mrs. Matthews, who have been living in Indianapolis, will make their home in Michigan City.

Mr. Gray, who is retiring, has served as general superintendent of the South Shore Line for the past 13 years. Previously he was superintendent for six years, and assistant superintendent for one year.

Mr. and Mrs. Gray, who have a home in Long Beach, Michigan City, plan to leave soon for a tour of the west.

SOUTH SHORE LINE RENEWS E. CHICAGO TRACK AND PAVING

70 and 100 Pound Rail, Tarmac Surface, Used on Busy Thoroughfare

The tracks of the Chicago South Shore and South Bend Railroad on Chicago avenue, the principal business street of East Chicago, Indiana, are being relaid between Grasselli avenue and White Oak avenue.

This is a distance of 1.69 miles of double track or 3.38 miles of single track.

60 Per Cent Tie Replacement

Work was begun August 1 and will be finished October 1.

Creosote treated ties are being used with tie plates and 70 and 100 pound rail. More than 60 per cent of the old ties are being replaced.

Tarmac is being used for surfacing the street between the tracks.

FT. DEARBORN IN TWO SECTIONS ON MONDAYS

Popularity of the Ft. Dearborn Limited, crack morning flyer to Chicago, has increased to such an extent Monday mornings during the vacation season that the train now travels in two sections. Each section carries a diner and parlor car in addition to coaches. One section is made up in South Bend and the other in Michigan City.

ELECTRIC RAILWAY CAR PURCHASES SHOW GAINS

Electric railways of the United States purchased almost as many new cars in the first quarter of 1930 as in the entire year of 1929. This is in accordance with the transportation lines' statement to President Hoover made at the beginning of the current year.

DISPLAY ROAD'S PRIZES

The *Election Traction* speed trophy, the Coffin gold medal award and the Public Utilities Advertising Association cup, all won within the last two years by the Chicago South Shore and South Bend Railroad were features of a display of trophies won by Chicago electric railways exhibited recently in the window of the Outing and Recreation Bureau at 72 W. Adams street, Chicago.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV AUGUST, 1930 No. 8

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Power in Politics

(Editorial, News-Bee, Harvey, Illinois)

The political lines are forming for the battle between advocates for publicly-owned and operated electric utilities, and supporters of our present system of private ownership of such property. This issue will probably be prominent in the Congressional elections next November and the Presidential election of 1932.

It is an indisputable truth that electric service is the best in our history, that rates are lower and steadily decreasing and that expansion of electric facilities progresses on an unprecedental scale. American citizens and workers use more electricity in their tasks than do the citizens of any other country.

It is a notable fact that electric development has been slowest in those European countries where utilities are politically-owned and operated.

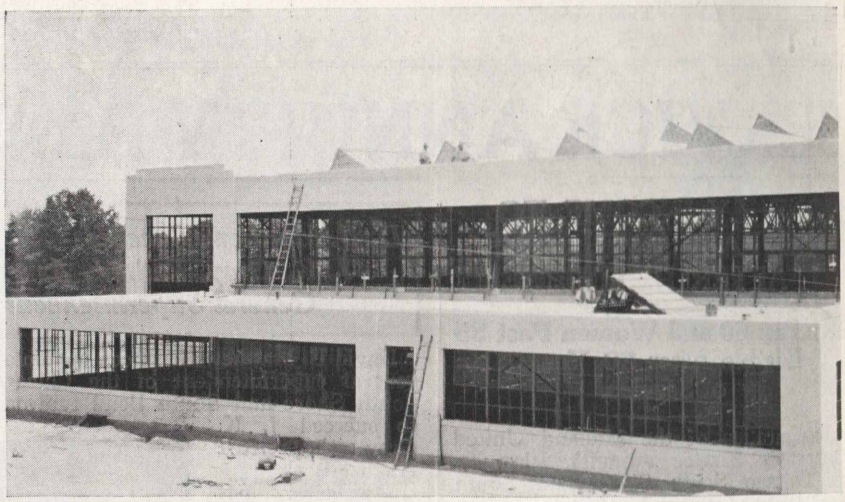
It will be up to advocates of political ownership of this industry to convince the American people that even if the government should sell tax-free electricity a few cents cheaper per family per annum than private enterprise—a supposition which has never been clearly proven—that it would be in the best interest of the people of this nation to give up our basic principles of government which recognize individual rights to do business, in order to try a socialistic theory.

It is certainly logical to believe that once government goes into one business it will go into others as fast as politicians can pass the necessary bills.

Do we want our sons and daughters to ultimately become mere cogs in a big political machine or do we want them to remain free agents able to develop their own businesses and industries free from needless political domination and dictation?

We must maintain government "by the people" instead of too much government "of the people."

New Shops Almost Ready



The new South Shore Line shop building, with its light, airy, modern construction, will provide ample room for car maintenance and repair. White brick is used for the walls and the roof is the new "saw tooth" style, providing light from the north.

Old Shops Soon to Be Vacated

The old shop building in Michigan City, which has been outgrown by the South Shore Line and is soon to be vacated for the new building being erected east of this structure. The old shops will be used for storage.

Now I'll Tell One

If one of these night baseball games under powerful electric lights got tied and the game continued on until morning, would it be called on account of daylight?

! ! !

"Finally, a hole in one," shouted the golfer, as he reached for his socks.

! ! !

Dick: "I bet I can make a worse face than you can."

Nick: "You ought to be able to, look at the one you've got to start with."

! ! !

"That's the guy I'm laying for," said the hen, as the farmer crossed the road.

Gary Offices

C. C. Towle
Correspondent

By the time this issue reaches its readers, Mr. and Mrs. Seabright and daughter, Sally Ann, will have returned from their vacation trip to eastern points. Included in their itinerary was a visit to Allentown, Pennsylvania, where Mrs. Seabright once resided.

Mrs. Olive Hummer, who for fifty weeks of the year is the Claims Department secretary, spent part of her vacation renewing old acquaintances and visiting familiar haunts in her former home town, Youngstown, Ohio.

W. A. Pipher, Statistician, and Berenice Hoffman of the Claims Department were active in planning the Gary Railways Company employes' picnic. It was held on July 29th under the auspices of the Public Service Club.

J. A. Sweeney, Assistant Claims Attorney, and Emily Gratriex, Switchboard Operator, were on committees that helped to make the Shore Line Motor Coach Company employes' picnic a success at Wicker Park in Hammond on July 24th. A number of South Shore people from Gary who are also employed jointly with the two affiliated companies attended one or both of these outings.

Motor Coach Division

Evelyn Kill
Correspondent

Mr. and Mrs. Norman Michaels

Another wedding in our division! Norman Michaels, operator and Charlotte Rowlee, concession clerk at Benton Harbor, were married July 22. The wedding took place at a family gathering at the home of the bride's parents, who were celebrating their wedding anniversary, and the bride's grandparents who celebrated their 60th anniversary on that date. Mr. and Mrs. Michaels left for a short wedding trip to Chicago, and on their return will make their home in Benton Harbor.

Anna Conklin of Benton Harbor made a quick trip to Blue Island Sunday, July 20th where she visited her sister and brother, returning to Benton Harbor Monday.

Eugene Jenkins spent his day off the 28th in Chicago and saw the Cubs take two games from the Cincinnati "Reds."

Roy Sparkman had a pleasant surprise when on a road call one of those hot days he stopped at a refreshment stand for a cold drink. The owner told him the treat was always on the house when the South Shore boys stop.

The motor coach operators were entertained at a party at the home of M. B. Wilson, Michigan City garage foreman July 24. According to all reports it was a real party. Those present were W. Lyons, J. Szendrey, J. Trainer, A. Tomsheck, E. Jenkins, W. Maxwell, W. Austin, P. Wadley, F. Johnson and C. Beasley.

E. P. George and Edw. Gorman, operators for the Shore Line Motor Coach Company at Hammond, "helped out" during some of our week-end rushes last month.

Mr. Loy made two "flying" business trips to Lansing, Michigan, recently.

Paul Wadley visited in Remington, Indiana, the 21st. C. W. Beasley motored him to Hammond in Coach 479 where he boarded a train for Remington.

Ticket Agent A. J. Krueger took his little grandson, John Krueger, to Chicago recently on the steamship "Roosevelt," returning by the South Shore Line. Mr. Krueger reports that it makes a very pleasant trip.

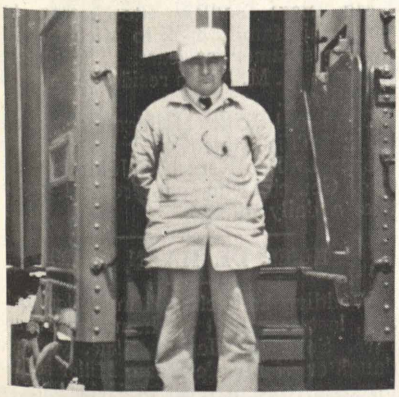
Bill Wilson says you don't have to go north to get fish or fish stories. He and his wife have reserved places in the line on the Government Pier here. Mrs. Wilson caught the first four fish.

Wm. Loy, son of our superintendent, has returned from East Orange, New Jersey, where he represented Indiana in the Edison contest. Bill, together with the winners of other states, was entertained by Mr. Edison, Mr. Firestone, Henry Ford, Colonel Lindbergh and other notables.

F. A. Johnson, operator, also saw the Cubs-Cincinnati games in Chicago July 28th.

In line with baseball, Glenn Wade is the lucky driver who drove a coach load of fans from Three Oaks, Michigan, to the Cubs Park in Chicago August 3rd to see the Cubs-Pittsburgh game. Wade doesn't mind these free games at all.

Motorman Lusk



Sunning himself on the steps in this photo is Motorman George Lusk. He is an extra man and you are likely to find yourself riding with him most any hour of the day or night.

Signals

Frances Martin
Correspondent

B. L. Smith, signal engineer, and family have returned from a week of vacation enjoyed at Lake Ripley near Cambridge, Wisconsin. He says they golfed, fished, and swam. A good many fish were caught but as yet their various sizes have been kept secret—do you suppose to be divulged when the storms of winter are whistling about us and vacations are most forgot?

Wm. F. Auch reports that the construction crew has completed installation of flasher lights at Hegewisch and are now working on similar installation at 124th and 130th Streets.

Our signal maintainers have finished making changes in the lighting system (from 110 volts to 10 volts, which you remember is saving us about $3,000 annually) in South Bend to Michigan City territory and are continuing this work from Gary, west.

Traffic Department

C. L. Binger
Correspondent

W. J. Knorst, assistant to the Vice-President, has returned from a much needed vacation.

William Petersen, traffic manager, is spending a week with his family, at home for the summer months on the banks of Hudson Lake, Lake Park, Ind.

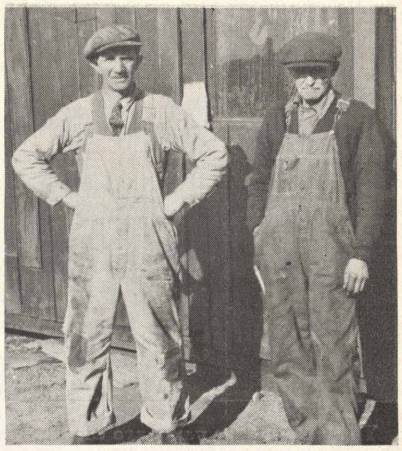
F. A. Metzger had the right hunch. Picked his vacation for the period of Chicago's most torrid weather.

It was so hot in Chicago, that a greyhound was seen chasing a jack-rabbit, and they were both walking.

"Les" Hodgetts is having the family bus overhauled, preparatory to an automobile tour in northern climes.

Miss Fowler recently returned to Chicago from an exploration trip in Maywood. She reports a very interesting trip, having seen many interesting things in that village.

Fischer and Landis



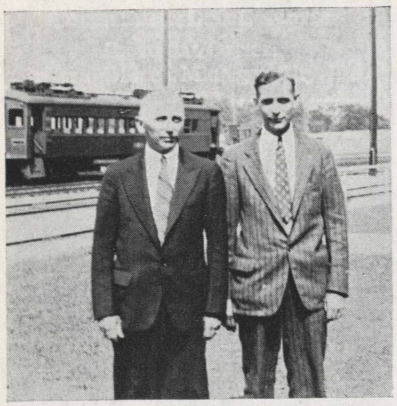
Carpenters Ernest Fischer and Ed. Landis of the bridge and buildings department dropped hammers and saws long enough to pose for this picture.

General Offices

M. J. Naughton
Correspondent

In the accompanying snapshot you will readily notice Jimmy Jones, the nine year old son of the general manager. He is very proud of his position next to the big Indian—looks like Jimmy might have gotten his gaily striped hose from the Big Chief. In company with some

First 20, The Hardest



The first twenty years are the hardest according to O. H. Hansen, auditor of passenger receipts, and W. M. Bernethy, assistant secretary, both of whom this month celebrate the passage of two decades of service with the South Shore Line.

friends of the family Jimmy was making a tour around Lake Michigan, and stopped off at St. Ignace, Michigan, where he encountered Te-cum-seh, one of the Pottawatomie Indians, who is telling him of the great god Sun. Ever since he came to Michigan City, or to be more exact to Pottawatomie Park, Jimmy has been very anxious to learn for himself whether all the stories he has heard about the Pottawatomie tribe, the early settlers where his home now stands, are authentic. So, boylike, he sets forth on adventure to prove the truth of the "fairy" stories about the Pottawatomies—and judging from the look of rapt attention on his face old Te-cum-seh is evidently giving him an ear full. Some day when you encounter Jimmy, just get him started on the Pottawatomie tribe and you'll learn a lot. Maybe his friend, Fred Parker can also tell you some of the yarns he has been telling about the "big injuns." Just now Jimmy is undecided whether to go in the automobile business or join the Pottawatomie tribe and become a Medicine Man.

Mary Catherine Phillips of the accounting department spent a pleasant week-end at Niagara Falls in company with her sister and two other girls. Mary enjoyed the falls very much—says she was just looking around—and seeing the places that are talked about—and to attach no special significance to her giving the Falls the once-over.

Audrey Melson of the Mechanical Department returned from a week spent visiting friends at Detroit, and playing on the golf links of one of the famous country clubs there. Some people get tanned a nice lovely brown on their vacation—but Audrey says coming home with a red face and blistered nose is not just the proper thing. At any rate she came out a winner in one of the golf tournaments for ladies while up at Detroit. Anything Audrey attempts she does well. Some day we will all be interested spectators as she just "shows" the men golf fans how golf is really played — how about that Fred, Lloyd, Jimmy and John?

Norman Zeese returned from his vacation with a deep coat of tan. Tells us he went nowhere except down to the Beach. Michigan cities never appreciate our Beach—and yet any morning when the No. Eight High Spot goes out watch the commuters fight for seats, and they're the ones who will tell you there is nothing finer than Long Beach, and they have tried nearly all of 'em. Norman is the smiling and accommodating Office Mail Clerk who is fast growing up to be a man—look out John Sack for you're going to have a real rival some of these days. Well, it would be hard to find a trio of boys who are better suited for their respective jobs than Isadore, John and Norman.

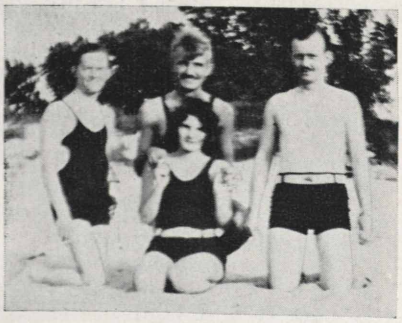
Pauline and Kenneth Kimmel returned from a splendid two weeks visit to Ludington, and if happy faces and tanned complexions mean anything, this pair certainly enjoyed their two weeks of leisure to the utmost.

Frank L. Winegar got "all burned up" before the rain on Saturday afternoon. He was one of the participants in the blathering contest of the Long Beach Country Club. Not much to report—as the affair was for men only with the ladies barred. Judging from Frank's smiles a "good time was had by all."

We are all glad to have with us for a few days Dr. Moulton and Miss Crowley, nurse, who have been making medical examination of employes—in their own private car, over in the Shop Yards. The girls were planning a bridge party in the car, and one "kill joy" saw the North side of the car was labelled—in two places too—"funeral car," so that is one party that was called off.

John Hasemeyer, telephone maintainer, familiarly called "Johnny Tiewire," and family are spending two weeks motoring around the country, fishing, swimming and having a general all around good time.

We surely do miss our Irishman—John Kelly—he with the laughing Irish eyes and "Blarney on his tongue." John is taking his two weeks vacation traipsing through the north woods, all by himself —away from women. He is one of the most popular swimmers down at the Lake. He and Frank do the honors for the South Shore with the fair ladies during the summer season.



To any one guessing the right names of the four in this photo, a next year's bathing suit will be awarded.

Accounting

Mabel Farber
Correspondent

R. G. Hotchkiss, Car Accountant and O. H. Hansen, Auditor Passenger Revenue, were vacationing the week of July 14th, they spending their time at a resort on Big White Fish Lake near Jenkins, Minn. They report a very enjoyable trip, very excellent fishing and plenty of rest. The accompanying picture shows the result of part of the last day's fishing, some 5½ pound wall-eyed pike and 8½ pound great northern pike, as well as three and four pounders which were just ordinary. They each made a shipment of fish and several of their friends will testify as to the very excellent quality.

Mr. and Mrs. C. E. Connelly and son Joe spent the week end of August 1st at Cayuga, Indiana. On Sunday they attended the family reunion of Mrs. Connelly's family. Joe met another lovely girl and that's all he knows about the reunion.

Mr. Connell attended the Convention of Central Electric Railway Accountants Association at Cedar Point, Ohio. One day was especially enjoyable as it included an all day boat trip to Put in Bay. Mr. Connell met Mr. Pantel, formerly auditor of the South Shore Line, who wishes to be remembered to his old friends.

Miss Isabel Lippens returned to work August 4th. Isabel was indisposed for about a week.

Mr. and Mrs. Kenneth Kimmel enjoyed a great rest both at Ludington, Michigan, and at home at Gary.

Miss Rose Mentag spent her two weeks at home resting outside of three days spent in Chicago. She also attended the Knights of Columbus Picnic at Playland Park, South Bend, on July 27th. She reports having had a very fine time.

Norman Zeese, our accommodating office boy, spent his vacation visiting relatives at Niles, Michigan.

Kenneth Kickush of the Stores Department took one week of his vacation in July. He didn't go very far from home this time. Did a lot of fishing out on the pier. Kenneth expects to take his other week in September, at which time he will visit friends in Toledo, Ohio.

Mr. Sam Sadler, Storekeeper, has moved his family back to Michigan City for the summer, at least. They are residing in A. M. Kull's residence on Michigan Street.

Good old Lake Michigan never was nicer. This statement can easily be proven by Leo Kerscher, John Sack and Geo. Gensch, who, with several friends take a daily plunge.

ELSIE DE HAAN WEDS

Wedding bells chimed in Miller, Indiana, last month at the home of Mr. and Mrs. Sebe de Haan. Elsie, youngest daughter of Mr. de Haan, Miller section foreman, was married to Helge Hokanson, an employe of the Gary steel mills. The newlyweds will make their home in Miller. Mr. and Mrs. de Haan have five children, all daughters, and all are now married.

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PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 SEPTEMBER, 1930 No. 9

EVERY OTHER HOUR TO BENTON HARBOR —AUTUMN SCHEDULE

Motor Coaches Now Use New Road All the Way to Twin Cities

Fall schedules, featuring service every two hours via motor coach and train between downtown Chicago and Benton Harbor were placed in effect by the Chicago South Shore and South Bend Railroad on September 8.

Trains and motor coaches will continue to operate on daylight saving time until it is discontinued in the communities served by the road, September 28.

Limited trains of the South Shore Line leaving Chicago at 5 a. m., 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5:15 p. m., and 7 p. m., connect at Michigan City station with motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other communities on U. S. Hghway No. 12 to St. Joseph and Benton Harbor.

Service every two hours is also maintained from Benton Harbor and St. Joseph to Chicago under the fall schedule. Motor coaches leave Benton Harbor at 6:10 a. m., 8:10 a. m., 10:10 a. m., 12:10 p. m., 2:10 p. m., 4:10 p. m., 6:10 p. m., and 8:10 p. m., and connect at Michigan City station with South Shore Line express trains for downtown Chicago.

Motor coaches between Michigan City and Benton Harbor now operate over the new paved road, U. S. Highway No. 12 all the way.

A $4.75 round trip excursion rate between Chicago and Benton Harbor is also in effect.

LAY FLOORS OF NEW SHOPS; MACHINERY IS YET TO BE INSTALLED

Only the installation of machinery, part of which has not yet arrived, and the laying of flooring, remains to be done on the shop building being constructed in Michigan City by the Chicago South Shore and South Bend Railroad.

Concrete flooring was put in and the ten and five ton cranes installed during the first part of September. Most of the machinery must be moved from the old shop building and several new pieces installed before the new quarters can be occupied.

Parts of the shop will have wood block floors, and the offices will have composition tile floors, all of which is yet to be laid.

When completed the new shops will be used for overhaul and the old shops for inspection, light repairs and painting.

New York Giants Use Train and Motor Coach

Here are the members of the New York National League baseball team at the completion of their trip via South Shore Line from Chicago to Benton Harbor, August 25. They defeated the bewhiskered House of David team shortly after the photo was taken. Peering over the hood is Fred Parker, general foreman, bridges and buildings, and on the extreme right, is Jack Fraunberg, Chicago passenger representative.

EAST CHICAGO TRACK RELAY IS MORE THAN ONE-HALF FINISHED

The work of relaying track and paving the central portion of the street on Chicago avenue in East Chicago, Indiana, commenced early last month by the South Shore Line, is now more than half completed.

Approximately three and one-half miles of single track, between Grasselli and Whte Oak avenues, is being renewed, and it is expected work will be finished by October 15.

Creosote treated ties, with tie plates, and 70 and 100 pound rail, are being used. More than 60 per cent of the ties will be renewed and virtually all the old rail is being replaced. Tie plates had not been used previously on Chicago avenue. For the paving work tarmac is beng used.

PENNSYLVANIA FREIGHT INTERCHANGE FINISHED

South Shore Line shippers are now provided with direct interchange facilities with the Pennsylvania railroad.

With completion of the electric overhead work early this month the interchange, located west of Gary, is now ready for service.

A spur of track connecting the two roads leaves the South Shore Line just west of the Industrial Highway overhead crossing, and joins the Pennsylvania just east of Industrial Highway, crossing that thoroughfare at grade. The crossing is protected by flashers and derails.

OFFER SCHOLARSHIPS AT MUNDELEIN COLLEGE

Daughters of men or women employes of the South Shore Line are eligible to compete for certain scholarships, known as the "Samuel Insull Scholarships," awarded each year, permitting holders to pursue a four year course at Mundelein College without paying tuition. An announcement to this effect was made in a letter sent last month by Samuel Insull, Jr., president, to employes of the subsidiaries Midland United Company. Daughters of employes of affiliated companies, including the Commonwealth Edison Company and the Middle West Utilities Company of Chicago, also are eligible.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV SEPTEMBER, 1930 No. 9

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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The Holding Company

During the last few years the holding company has come in for a great deal of discussion, particularly in its relation to the electric industry.

As a matter of fact, an appreciable part of the progress made by public utilities is directly traceable to the holding company. It provided a means of getting credit on a large scale for new construction and expansion. It led in the development of better business and engineering practices. It was able to employ a type of executive beyond the means of small, isolated companies. It was necessary to the inauguration of the era of mass production and distribution of power by which better service is provided a larger number of people at lower costs.

The holding company is not peculiar to the electric industry. In the telephone automobile and other businesses it has been an important factor. It is not an experiment or a theory, but an established, time-proven success.

Without the benefits, made possible by large scale operation, financing and management, we could not have the high standard of public and industrial service common today throughout the country. —Calumet Record, Aug. 7, 1930.

Hegewisch Flasher

At work on the flasher light at 124th street are members of William Auch's construction crew, R. W. Duclos, Mark H. Smith, Lawrence Landis, H. Steinbeck, H. Gloy, A. Gloy and W. L. Quinn.

NOTRE DAME PLAYS FIRST GAME OCT. 4

With the completion of the University of Notre Dame's new stadium in South Bend, it is expected the South Shore Line will be called on to transport record breaking crowds to and from the games this year.

Notre Dame opens its home football season against the Southern Methodists in the new stadium on October 4. The structure will be officially dedicated, however, the following Saturday, October 11, against the Navy. Other games to be played in South Bend are: October 18, Carnegie Tech; November 1, Indiana, and, November 15, Drake.

The Army will be played at Soldier Field in Chicago, November 29, and the preceding Saturday, November 22, Northwestern will be met at Dyche Stadium, Evanston.

CONDUCTOR KRIESEL COMMENDED

Among the proud possessions of Conductor Louis Kriesel of South Bend is the following letter received September 2 from Leslie R. Bain of 583 Broadway, Gary, Indiana:

As I wished to write you personally I secured your address from Col. T. G. Hamilton, and hope this letter is properly directed.

I wish to thank you as I did in person for your extremely pleasant and courteous treatment of me on Friday, August 22, when I took my daughter to the 8.:09 train at Gary, and before I could get off was carried on. I appreciate the pleasant manner in which you took care of me. You took the trouble to flag the approaching train at Calumet so that I could get passage back to Gary.

W. W. CLEMMONS' MOTHER PASSES

Mrs. Louisa Clemmons, mother of Safety Engineer W. W. Clemmons, died at the home of Mr. Clemmons' sister in Indianapolis, August 20. She was 73 years of age and had been ill for several months. Mr. Clemmons left immediately for Indianapolis. Funeral services were held the following Saturday and burial was at Crown Hill cemetery in Indianapolis.

South Bend Freight Station Gets Doggy Next Door Neighbors

By Evelyn Knight

Employes of the South Bend freight department have a new source of amusement. The city of South Bend has opened a dog pound just at the rear of the freight house and during the dark hours of the night the clerk is often regaled with various earthly and unearthly noises at weird intervals during the darkness.

Often, really fine dogs are picked up as strays, and if unclaimed after three days may be purchased for a small sum.

The common, or garden variety, of dogs, however, at the end of three days, are shut into an air tight compartment and killed by the most humane method known. A sweet gas which brings painless death in 15 minutes, is used.

The most recent addition to the pound is a tiny bear cub and right now he is the center of attraction.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"Did you give your wife that little lecture on economy you talked about?"

"Yes."

"Any results?"

"I've got to give up smoking."

! ! !

Mother—"What did mama's little baby learn at school today?"

Son—"I learned two kids not to call me mama's baby."

! ! !

IDLE THOUGHTS OF A MOTORIST

Today as I went around a truck loaded with telephone poles I noticed that it was flying a red flag inscribed with the legend, "Danger!" What could be dangerous, I wondered, about telephone poles? And then I remembered that when the poles were erected wires would be strung on them, and at the ends of the wires would be telephones. Still, telephones are not dangerous. And then I remembered that where the opposite ends of the wires converged there would be a telephone operator, and I stepped on the accelerator. I once knew a telephone operator.

! ! !

Mother—"Now Johnnie, I know thousands of little boys and girls who would be glad to eat that spinach!"

Johnnie—"Name three of them!"

! ! !

THE SCIENCE OF DE DUCKSHUN

Sam Johnson, a colored cotton planter of Mississippi, came into the country bank and asked for credit.

"Why, Sam," said the banker, "haven't you just sold your cotton?"

"Yes, suh," was the answer, "but de ducks all got it."

"The ducks all got it?"

"Yes, suh I shipped it up to Memphis, and dey deducks foh freight, deducks foh hauling, deducks foh storage, deducks foh insurance, and deducks foh commission. Deducks jus' nachully et up all dat cotton. Dat's why I'm heah."

! ! !

'Twas the night before pay-day, and all through my jeans I hunted in vain for the price of some beans. Not a quarter was stirring, not even a jit; the kale was off duty, milled edges had quit. Forward, turn forward, O time, in thy flight—make it tomorrow, just for tonight.—E. K.

! ! !

First She—What would you do if that good looking salesman waited on you while you were buying underwear?

Second—I think I would have a fit.

! ! !

"Deacon White," asked Parson Jackson softly, "will you lead us in prayer?" There was no answer.

"Deacon White," (this time a little louder), "will you lead?"

Still no response. Evidently the deacon was slumbering. Parson Jackson made a third appeal and raised his voice to a high pitch that succeeded in arousing the drowsy man. "Deacon White, will you lead?"

The deacon in bewilderment rubbed his heavy eyes and announced: "Lead yourself —I just dealt."

! ! !

She—Every time I come to Louisville I have to change to my heavy undies. You know, I'm from Georgia."

He—That so? I'm from Missouri.

She—Sir!

! ! !

Teacher: "Abie, can you tell us the difference between a stoic and a cynic?"

Abie: "Shure, teacher, de stoic brought de baby, and me mother washes him in the cynic."

! ! !

The Boy Friend (calling up his girl): "Hello, dear, would you like to have dinner with me tonight?"

She: "I'd love to."

He: "Well, tell your mother I'll be right over."

! ! !

Golfer: "If you laugh at me again, I'll knock your block off."

Caddy: "Haw, haw, you wouldn't even know what club to use."

Freight

Evalyn Knight
Correspondent

General

Sorry not to have been in our usual place last month in the "Pantagraph." Hope you didn't miss us *too* much.

Some very important changes have taken place in the Freight Department in the last few weeks. Charlie Mason, formerly chief clerk at Gary has been promoted to the agency at East Chicago. E. S. Morgan, East Chicago agent, is now agent at Gary and Edward Williams has taken A. C. Culp's place at South Bend.

Kensington

L. H. Provis, our agent, is back and hard at work again after his two weeks' vacation. He reports a fine time on several short motor trips through Indiana and Ohio. We are glad that he enjoyed himself.

When the night crew of twelve men all get in the office at the same time and start arguing about the Cubs' chance of winning the pennant, it sounds like the inside of the Board of Trade Building.

Al Lashoske filled the vacancy created when Effie was on her vacation.

Gene Harrison is sporting a Whippet coupe. It looks as though prosperity is on the way again.

Gary

Walter Weber, formerly night clerk, is now the chief clerk to the agent and Walter Wanthal has been employed as night clerk. The latter is a former employee of the Wabash Railroad in Gary and we wish him luck on this Line.

Michigan City

Mildred Richter spent most of her two weeks' vacation at French Lick, Ind., where she had an enjoyable time, gaining ten pounds. She also visited in Muskegon, Mich., over Labor Day and put in some time trying out the golf links.

Among those attending the National Air Races were Mildred Richter, Joe Rose and Erna Rudolph.

Joe Rose is again with us after two months' absence while he and Joe Freidline, of South Bend, traded jobs. Both are back at their old places now.

New Carlisle

Mr. Bleasdale, the agent, has been kept pretty busy these summer days taking care of the nice business we have been getting in connection with the new pavement. The Williston Construction Company has used about 125 loads of material which we have handled.

South Bend

We here at South Bend are very glad to welcome Ed. Williams as our new agent, and hope he likes us as well as we know we are going to like him. We all realize that we are here to help him maintain this station as one of which he can be proud and "here's our hand on it."

Fred Smith has recently been made responsible for getting the check of the gravel pit tracks in addition to grooming and controlling and otherwise generally having charge of one of our "green dragons."

Absence of the cashier on vacation gave the rest of the force the opportunity and pleasure of working with Alfred Laskoske, relief clerk.

Those at South Bend enjoying vacations recently were George Varga and Evalyn Knight. George proved his skill with the paint brush and rejuvenated the interior of his home, much to his mother's delight. Oh, yes, he also enjoyed the luxury of sleeping until noon when he wished, which was a rare treat indeed, for George has to be at the freight house at 5:40 each morning. Ye correspondent spent the week getting acquainted with the family at Butler, Ind., "down on the farm."

Herbert Walcott is the new trucker at South Bend. This is not Mr. Walcott's first term of service with the South Shore, as he worked as collector for a year and a half and was also in the telephone service for over three years. We are sure that his acquaintances on the line will be glad to hear that he is with us again.

Renewing East Chicago Track

Heavier rail is going into replacement of the South Shore Line tracks on Chicago avenue, the business thoroughfare of East Chicago, Indiana. Nearly three and one-half miles of single track will be rebuilt between Grasselli avenue and White Oak avenue, the job to be finished around October 15. New tarmac paving will be laid between the tracks.

Busy On Section Five

While Assistant Roadmaster E. A. Keeler, the man in the white shirt, tie, coat and vest, looks on, Elmer Will's gang busily tidies up a bit of track. Shown left to right, they are, John Young, Alex Marciniak, Mr. Keeler, Mike Dondajewski, and Mr. Wills.

Accounting

Mabel Farber
Correspondent

Loretta and Wallie Lloyd vacationed in the East this year. They visited New York City, Coney Island and of course stopped off at Niagara Falls. They took some very interesting snapshots which they will be glad to show anyone interested.

Mr. and Mrs. Geo. Rank also traveled east for their vacation which centered mostly around Washington, D. C. George also took a number of good pictures.

Miss Ruby Drake with her mother took a trip to Niagara Falls in Ruby's car. Their going trip was made on the American side while the return trip was made on the Canadian side.

Grant Stein and his friend, J. B. Gifford, made a trip through Iowa and Minnesota. They stopped off at Faribault, Minn. Several Michigan City boys attend school there.

Claude Fritz spent his second week visiting friends in South Bend and Chicago. He also indulged in his favorite sport—golf.

Jim Haller and his wife with friends from the Pullman Company are, at the present time, fishing at Rhinelander, Wisconsin. Jim changed his mind about going to Canada or Cuba.

Ed Lewis just returned from a visit with relatives in Grand Rapids, and Lansing, Michigan.

Mr. H. O. Connell made a short business trip to Indianapolis, Anderson, and Fort Wayne.

Mr. and Mrs. Al Larson with friends from Hammond made several trips to Chicago during Mildred's vacation.

There were various thrills experienced in the office the day after Labor Day. Many of the girls reported lumps in their throats when our good old friend George Gensch shook hands and said "Goodbye" to each and everyone of us. George is going over to the Indiana Railroad at Anderson, Indiana. Everyone wishes him the best of luck.

Another shock was Margaretha Benke walking in as Mrs. Ted Swanson. It was a case of love at first sight with Cupid in hot pursuit until the knot was tied at Crown Point, In-

diana, on September 2nd. Mrs. Swanson will be leaving us the last of the month. She will join her husband in Chicago where he is employed as a radio operator. Our heartiest congratulations and best wishes will go with her.

Margaret Margraf, one of our Elliot Fisher operators, will fill the vacancy left by Mrs. Swanson, as stenographer.

Mabel Farber with Billy and Marjorie made the annual sojourn to Ohio to visit Grandma Farber. They returned via Detroit and Pontiac visiting relatives enroute.

Isadore Barnberg spent his vacation visiting his aunt in Chicago. Outside of a couple of trips to Chicago to ball games and a little golf on the side, Mack Bernethy spent his vacation quietly at home.

Concessions

Phyllis Manson
Correspondent

It was quite a surprise when Mildred Cornelison joined the Dance Marathon at Michigan City. We didn't believe she would dance as long as she has, and certainly admire her pluck.

Ann Drolema spent a pleasant two weeks vacation with friends in Michigan. She returned last Sunday looking more sweet than ever.

Signals

Frances Schoon
Correspondent

B. L. Smith was absent from the office during the week of September 7th to 14th attending a convention of the Signal Section, American Railway Association, at Hot Springs, Arkansas.

Charles Beebe and wife motored to Joliet, Illinois, where they spent Labor Day.

The Signal Department wishes to express sincere sympathy to Maintainer E. W. Braginton whose infant son died Sunday night, September 7th.

Let me just remind you maintainers that we want to make this column yours. Don't forget your news items each month.

Frances Martin Married

Miss Frances Martin, daughter of Motorman Frank Martin, is now Mrs. Peter E. Schoon, and she is shown here with her husband. The picture was taken August 28 shortly after the wedding ceremony in Michigan City. Mr. Schoon is an employe of the Gary steel mills, and they are now making their home in Gary.

Motor Coach Division

Evelyn Kill
Correspondent

Wm. Austin spent his four day "no accident" vacation visiting friends and relatives in Hammond, Gary and neighboring towns.

A. J. Krueger and his two grandsons, John and Thomas, went up for their first airplane ride the day of the Air Circus at Michigan City Airport. As a result, both John and Tom have decided to become aviators.

C. W. Beasley, operator and Mildred Cornelson of the Concession Department were entries in the dance Marathon at the Oasis Ballroom. Although both dropped out, Mildred danced nearly 700 hours.

The Motor Coach Division employes and friends enjoyed a Fish Fry at Benton Harbor Beach on August 7th. The party, which was planned by Pauline Canfield and Anna Conklin was a great success. Don't ask who caught the fish. Among those present were Mr. and Mrs. Wm. Lyons and family, Mr. and Mrs. Szendrey and family, Mr. and Mrs. Canfield, Anna Conklin, Eugene Jenkins, J. A. Trainer, Wm. Maxwell, A. F. Tomsheck, Mr. and Mrs. Wm. Austin, Mr. and Mrs. N. Michaels, Mr. and Mrs. W. C. Loy and Mr. and Mrs. M. B. Wilson.

W. E. Sanders is the new mechanic at the Michigan City Garage, taking the place of Otto Roeske.

William Lyons is back on the line after being off ill for sometime.

William Austin has disposed of his old Star and is traveling around in a snappy new yellow roadster.

D. M. Feece of Hammond is taking the place of C. W. Beasley, who is on a leave of absence.

Mr. and Mrs. M. B. Wilson took in the thrilling sights at the National Air Races at Chicago on the 25th.

A. F. Tomsheck visited his family the 18th and 19th at Montague, Michigan, where they are spending the summer.

Charles Wheeler of Gary was a visitor at our Michigan City and Benton Harbor offices recently.

E. Jenkins claims he has caught the biggest fish, but A. F. Tomsheck has caught the greatest number, on their many fishing trips this summer.

Mrs. Bill Lyons and children visited relatives in Hammond for two days and Mrs. J. Szendrey visited friends in Gary last week.

Correcting an omission in last month's Pantagraph, Operator L. W. Hills also attended the party given by Bill Wilson, after completing his regular run to New Buffalo.

General Offices

M. J. Naughton
Correspondent

The wedding bells have been pealing forth continuously for the last four weeks in honor of marriages on the South Shore Lines. Here they are, just four of them: Conductor Otto Bartels started the ball rolling when on August 21st he drove away from Michigan City alone on his vacation, only to be joined at Goshen by the beautiful bride-to-be, Miss Nellie Garland, where they were married by a minister of the Christian Church, and continued from there on their honeymoon to Niagara Falls, toured through Canada and Detroit, and spent a few days with friends at Fort Wayne. Otto, who is one of the most popular conductors on the South Shore, a favorite with both the men and the traveling public, presented his bride with a beautiful home at 113 Comb Street, Michigan City, where they have gone to housekeeping.

Next on the list comes Miss Frances Martin, daughter of one of our oldest motormen, who on August 28th became the bride of Peter E. Schoon of Gary. You will note from the picture that Miss Martin made a very sweet bride and a very happy one judging from the expression on her face and that of the happy groom. This wedding took place in the Christian Church of Michigan City with the Rev. Donald C. Ford performing the ceremony, followed by a wedding dinner for the immediate relatives at Mrs. Petersen's Tea Room. A trip to Southern Indiana was enjoyed, and the Schoon's have gone to housekeeping at 466 Johnson Street, Gary, Indiana.

And next—as all the world loves a lover, so all the office crowd loves a romance—and who more fitting to supply that Romance than tall brown-eyed, auburn haired, Margaretha Behnke, who on September 2nd became the bride of Ted Swanson, WORC radio operator. Many were the surprises when "Marquit" did not return day after Labor day. The suspense was short-lived however, when a long distance call informed us that the fair young lady had been in an automobile accident. But the next morning, in answer to our breathless inquiries as to how badly she had been hurt, we were met with the smiling response "I was married yesterday."

And now comes the real surprise: Imogene and Ray were married Saturday night, September 6. For those not in the know, Imogene Hasemeyer is the daughter of John Hasemeyer, Telephone maintainer, and formerly employed as stenographer in the Mechanical Department, where the romance started; and Raymond Glassman is a clerk in that department. Imogene and Ray were quietly married by Rev. Kemina of St. Paul's Lutheran Church, and enjoyed a wedding dinner in Chicago. They have gone to housekeeping at 712 East Tenth Street.

Fred Williamson and John Kelley spent Labor Day in Chicago attending the air races. They tell of the many thrills from watching the French aviators. Fred will stay on terra firma, but the wild Irishman is planning right now on a way to land via airplane in Dublin, Ireland, next Fourth of July, to show the Irish what a real celebration can be.

Chief Dispatcher Fred Schlacter is on a two-months leave of absence to regain his health. Take good care of yourself Fred and return to us real soon. We all miss your jovial smiles, and wish you a speedy restoration to good health.

Carl Rothfuchs, Foreman of the Bridge and Building Department, accompanied by his wife, spent Labor Day week end with friends and relatives at Detroit.

Cupid's Newest Victims

Imogene Hasemeyer, formerly employed as a stenographer in the mechanical department, and daughter of Telephone Maintainer John Hasemeyer, became the bride of Raymond Glassman, mechanical department clerk, Saturday, September 6.

Marathon Contestants

Dick Hurley, son of Inspector Owen Hurley of Gary and Miss Helen McKenna of La Porte, were entrants in the dance marathon held this summer at Fox Park in La Porte. The pair danced approximately 1,600 hours and won second place in the contest.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 | OCTOBER, 1930 | No. 10

STILL HOPES COURTS WILL ALLOW REMOVAL OF E. CHICAGO TRACKS

The Chicago South Shore and South Bend Railroad has found it necessary to rebuild its tracks on Chicago avenue, in East Chicago, Indiana, but it is still the hope of the management that a favorable court decision will permit removal of these tracks to the private right of way recently acquired south of the Calumet river, according to Charles H. Jones, general manager of the railroad.

"While we had hoped to be operating trains over the new right of way before it became necessary to rehabilitate the old tracks in Chicago avenue, legal obstacles and uncertainties delayed the project for so many months that we feared we would be unable to maintain our standards of service if the tracks were not rebuilt," Mr. Jones said.

"Consequently we have gone ahead, relaying the rail, putting in new ties, and paving the central portion of the street.

"Right now the matter of the track removal is in the hands of Judge E. Miles Norton of Lake County Circuit court. Last July Judge Norton set aside an order of the Public Service Commission of Indiana which authorized the South Shore Line to move its tracks to the new location. Counsel for the railroad then filed a motion for rehearing, and Judge Norton is expected to rule on this motion within the next few weeks.

Commission Authorizes Removal

"In the event the motion is denied, it is expected that the South Shore Line will appeal Judge Norton's decision to the State Supreme court at Indianapolis."

The decision last summer came after the city of East Chicago had appealed to the court from the commission's order, alleging that the track removal was not in the public interest and that the commission lacked jurisdiction. The circuit court, while it indicated that removal of the tracks from Chicago avenue was desirable, held that, under the Shively-Spencer Act, for the regulation of public utilities, the commission lacked jurisdiction.

The removal of tracks from Chicago avenue, railroad officials say, will greatly reduce traffic hazards and will cut operating time, thus improving service over the entire system from Chicago to South Bend.

Franchises were obtained more than a year ago from the cities of Hammond and Gary to make possible construction on the new right of way in those municipalities to connect with the portion that runs through East Chicago.

The South Shore Line on September 12, 1928, petitioned the East Chicago board of public works for authority to remove its tracks to the private right of way and for permission to cross public streets where necessary. This action was taken following efforts of city officials and business men, extending over three years, to have the tracks removed from Chicago avenue.

East Chicago Appeals

On January 2, 1929, the board of public works entered into a franchise contract with the railroad authorizing the removal to the proposed right of way and shortly thereafter the contract was presented to the city council for approval. The council did not approve it, but tabled the matter.

The railroad on May 31, 1929, appealed to the commission for permission to effect the removal. After the hearing, at which witnesses were interrogated, including East Chicago civic leaders who testified for the railroad, the commission on March 14, 1930, entered an order upholding the removal. It was from this order that the city appealed to the circuit court.

The South Shore Line in its plea for the private right of way, has maintained that, with East Chicago growing rapidly, congestion in its main thoroughfare under present conditions is certain to grow worse. In addition to the South Shore's double track in the street, there is the single track of the street railway. The South Shore crosses twelve steam railroad tracks and two street railway tracks in Chicago avenue. By the relocation, these will all be eliminated, it was pointed out.

Automobile traffic on the street is heavy. Slowness of operation is essential in the interests of safety, the South Shore has declared, but added that even with slow operation, the running of eighty passenger trains and many freight trains daily in Chicago avenue is a traffic hazard.

To Elevate Tracks

The new right of way runs due west from Cline avenue across Kennedy avenue and thence west three-fourths of a mile to a point where it angles northwest crossing Forsythe avenue just south of the river, and continuing northwesterly across White Oak avenue into Hammond. In Hammond it joins the present line at Columbia avenue.

If the track is built on the new right of way, it is planned to elevate it over White Oak avenue, Forsythe avenue, and Kennedy avenue.

Start Track to New Freight Terminal

Grading work is started west of Mead street, South Bend, preparatory to the laying of track to the new freight terminal to be developed within the next three months on the former site of the South Bend Chilled Plow company's plant. This photo is taken at the point the track will leave the South Shore main. A crew may be seen in the background, putting in the switch.

DEATH TAKES WM. LYONS, E. CHICAGO TICKET AGENT

William H. Lyons, for seven years ticket agent at the South Shore Line station in East Chicago, died at St. Catherine's hospital September 10.

Mr. Lyons, who was 66 years old, was taken ill the week before and removed to the hospital September 7.

He is survived by his wife, three sons, Edward of Cleveland, William of Roseville, Calif., and Joseph of Hammond, and five daughters, Mrs. Ruth Owens of Detroit, Mrs. Anne Kennedy of East Chicago, Mrs. Edith McCord, Mrs. Frances Bucholz and Miss Mary Lyons of Hammond.

SEE "THREE LITTLE GIRLS"

Wednesday evening, October 8, twelve girls from the General Office went into Chicago for a "big evening." They went in on Train 30, and thoroughly enjoyed a delicious dinner on the diner. The operetta, "Three Little Girls" at the Great Northern was the feature of the evening, and the girls all endorse one review which said that this presentation is all that an operetta should be.

Mabel Farber, Mildred Larson, Esther Peters, Laura Stephenson, Lila Thompson, Helen Margraf, Dorothy Sprencil, Evelyn Kill, Mildred Richter, Phyllis DeP'idone, Rose Mentag and Audrey Melson, were the South Shore girls in the party, together with two guests, Mrs. George Segnitz and Miss Mary Mentag.

WORK IS COMMENCED ON NEW SOUTH BEND FREIGHT TERMINAL

Preliminary work has been started in South Bend by the Chicago South Shore and South Bend Railroad on the new freight terminal to be developed on the former site of the South Bend Chilled Plow company.

Completion of the project entailing a total expenditure of more than $350,000 is expected about December 15, and will enable the South Shore Line to offer shippers prompter and more convenient service.

The property is about one mile west of the South Bend business district and lies north of the New York Central railroad between Washington street, Circle avenue and Grant street.

Two buildings, formerly used by the plow works, will house the new freight terminal. Five other buildings on the property, because of their location and advantageous switching facilities, will be developed for the use of industrial tenants.

To Abandon La Salle Street Terminal

On completion of its new terminal the South Shore Line will abandon its present freight terminal on LaSalle street east of Sycamore, thus reducing the handling of less than carload shipments in tractor-trailers between the old freight house at Orange and Olive streets and the LaSalle street terminal.

A track to the new freight terminal will leave the South Shore Line main about 300 feet west of Mead street and run east on Merry avenue for about five blocks, entering the new property north of the Williston Construction company's plant. The tracks of the Northern Indiana Electric railway in Merry avenue will be moved several feet north to make room for the new South Shore Line track.

Bids for remodeling buildings and paving driveways on the property will be let within the next few weeks, officials of the railroad said.

E. J. BOOTH IS MADE ASSISTANT TO PRESIDENT

Edwin J. Booth has been elected assistant to the president of the South Shore Line, according to announcement by Robert M. Feustel, president.

Mr. Booth has also been elected assistant to the executive vice-president of the Midland United Company, of which he also is comptroller.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

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GILBERT McCLELLAND.....Editor

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Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Interesting

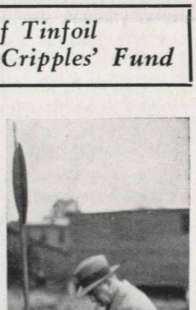
The following interesting information is gleaned from a "Question and Answers" column in the Michigan City News.

The railroad having the largest trackage in the United States under one management is the Southern Pacific system. The largest group of railroads under one control so far as mileage is concerned, is the Van Sweringen, including the Nickel Plate, the Erie, the Pere Marquette, the Chesapeake and Ohio, and Missouri Pacific, and the Denver and Rio Grande. It is possible, too, that if the stockholders of the Pennsylvania and its Pennroad company were totaled, the Pennsylvania and its controlled roads would lead in trackage.

The richest railroad in the United States, the one with the largest revenues, is the Pennsylvania.

The railroad on which one can travel the farthest in the United States is the Southern Pacific—from Portland, Ore., to New Orleans, La.

Has 48 Pounds of Tinfoil to Add to Cripples' Fund



General Freight Agent A. W. Oberfell of South Bend reports that he has just turned in a 48-pound ball of tinfoil to the Medinah Shrine fund for the Crippled Children's Hospital.

This big ball of tinfoil, which seemed to weigh about 148 pounds by the time he got it to the Chicago headquarters of the organization, represents the combined effort of Oberfell and hundreds of employes of the South Shore Line, all of whom have been saving every scrap of the foil they could lay their hands on.

Up to this time more than 10 tons of tinfoil have been collected by members of the Medinah Shrine and brought in to be sold for the upkeep of the crippled children, according to Oberfell.

It takes only 20 pounds of foil to keep one crippled child one day, so by saving what is ordinarily wasted the members of the lodge can boast of feeding, clothing and sheltering three children for more than one year.

The drive will be continued, Oberfell states, and he will appreciate receiving further cooperation from South Shore employes.

"I wish to thank all departments of the railroad for the wonderful help they have given me in this worthy cause of helping crippled children," Oberfell declared.

He is shown in the accompanying photograph trying out one of the old switches, part of the old spur track on South Bend Chilled Plow company grounds. This track will come out within the next few months to make way for the new freight terminal to be built in South Bend by the South Shore Line.

SOUTH SHORE BASEBALL TEAM HAS FINE SEASON

By John Inman

Our City League Ball Team has carried through the entire season so successfully that some little praise is surely in order.

The season started early in May and ended late in August.

The League was made up under the direction of the Michigan Y. M. C. A. and teams participating, other than ours, were Sullivan, Pullman, Blocksom, Hays, Tonn and Blank, Michiana, and Dunham.

First Attempt at Sport

This is the first attempt made in this line of sports, so our South Shore team was well pleased to finish the first half of the season in second place, with a standing of eleven games won and three games lost, and the second half in third place with nine games won and five lost. In fact our boys were not considered one of the strong teams until the season was almost half through, after which time they were a constant menace.

Our team was under the management of H. Flory, and was captained by Earl Atkins. Besides the captain and the manager the other team members were: Joe Connelly, catcher; A. Knoll, pitcher; O. Kienitz, pitcher-short stop; M. Kahn, second baseman-fielder; L. Rudnick, first baseman; J. Alderson, first baseman-shortstop-right; G. Phelan, right shortstop; M. Aldrich, right fielder-second baseman; G. Schroeder, third baseman; F. Silakowski, left fielder; A. Boller, center fielder-shortstop; R. Fredenburg, catcher-right fielder; Ed Fay, right fielder; and Ralph Precious, left shortstop.

During the season home runs were chalked up by Connelly, Atkins, Kienitz, Boller, Silakowski, and Fay.

Win Two Shutouts

The boys had to their credit, two shutout games, beating Tonn and Blank 13 to 0 and Blocksom 5 to 0.

Sullivan and Pullman, seemed to be the only teams of the league hard for our boys to master. However South Shore trimmed each of these, one out of the four played. Probably the greatest game of the season was the last one against Sullivan, who we might say, kept South Shore out of first place in the first half. Due to some fast thinking, and lightning double plays from left fielder Silakowski to right shortstop Phelan, who covered second base, South Shore romped over Sullivan to the tune of 11 to 4. While these plays featured, we must not forget the splendid support given by the entire team, especially the stellar pitching of our fast ball artist Kienitz, who allowed Sullivan's sluggers but seven scattered hits.

The boys are so enthused over this season's play, that they hope to go in next spring, and set their opponents down—one-two-three.

Through this the team wishes to thank everyone who contributed to the financing of the entry fee to the league, as well as to the purchase of necessary equipment. And then some of the boys wonder how the team would look next year in orange and maroon uniforms. What do you think?

The photo on page 3, of the team from left to right, standing: Fay, Alderson, Rudnick, Aldrich, Boller, Fredenburg, Kienitz; seated: Atkins, Kahn, Connelly, Silakowski, and Phelan. Unfortunately the other four players, Schroeder, Flory, Precious, and Knoll were absent when this was taken.

VISITOR COMMENDS SERVICE

Bertha Seifert of Bethel College, Hopkinsville, Ky., sent the following letter to M. D. Anton:

"Having arrived here safely with all my baggage, I want to take this first opportunity to thank you again for your help in getting me here. During the time in which I lived at my brother's home in Tremont, the station agent there, too, was always so unusually thoughtful about our travel problems and I certainly appreciate your efforts to assist passengers and just felt I must tell you so."

LODGE VISITS IN CHICAGO

Edgewater lodge A. F. and A. M., of which R. E. Jamieson is an officer, acted as host to Jean Hall, conductor, and 30 members of Terre Coupe Lodge of New Carlisle, of which Mr. Hall is an officer on Wednesday evening, September 24. L. W. Hodgetts, freight representative and Tom Sloan, brakeman, were other members of the South Shore family present on this occasion.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"MORE DOUGH KNEADED"

"Your bread is all right, dear, but it's not as light as mother's."

"Well, I might add that your roll is lighter than dad's."

! ! !

Foreman: "We don't need any more men on this job."

Prospect: "Can't you use just one more? I'd do such a little bit of work."

! ! !

"But, Freddy, really underneath it all I am an old-fashioned girl."

"Oh, yeah? Well that's not hard to see."

! ! !

Joe Glee Club: "And what voice do you sing, young man? Tenor?"

Frosh: "No. Shortstop."

Glee Club: "Shortstop?"

Frosh: "Yes, between second and third base."

! ! !

In the game it's GRIT.
In spinach it's terrible.

—Punch Bowl.

! ! !

THE IDEA!

Mrs. Waddle: "Have you heard the awful story about Jane Martin?"

Mrs. Swan: "Heard it? Why, I started it!"

! ! !

Criminal Lawyer (to his wife): "Hide all your jewels and all other valuables."

"Why?"

"The man I got acquitted of a charge of theft is coming to thank me tonight."

! ! !

WAY OF THE LAW

Sam was charged with theft and his lawyer decided to put him on the witness stand.

"Sam, if you tell a lie you know what will happen, I suppose?" queried the judge.

"Yas, suh," replied Sam. "I'll go to hades and burn for a long time."

"Quite right," chuckled the judge. "And you know what will happen if you tell the truth?"

"Yes, suh," said Sam. "We lose de case!"

! ! !

NELLY'S DOIN' WRONG

"I got a letter from the college that says our Nellie's been stealin'."

"What?"

"Says she's takin' home economics."

! ! !

Mother: "After all, he's only a boy, and boys will sow their wild oats."

Father: "I wouldn't mind if he didn't mix in so much rye."

! ! !

"What is your husband's average income?"

"Oh, about one A. M."

! ! !

Motorist (changing tire): "Muscle Shoals!"

Passerby: "Why Muscle Shoals?"

Motorist: "It's the biggest dam I know of."

! ! !

Two attorneys, one decidedly glum of countenance, met on the street.

"Well, how's business?" the first asked of the dismal one.

"Rotten!" the pessimist replied. "I just chased an ambulance 12 miles, and found a lawyer in it."

! ! !

"How does your wife like the new radio you bought her?"

"Fine, only the first day she got the plug mixed with the ice box plugs and when I got home the radio was all frosted over and the Frigidaire was singing, 'When It's Springtime in the Rockies.'"

—G. W.

! ! !

The reason so few jay walkers are arrested is because it's so hard to catch one alive these days.

! ! !

She (anxiously): "Why are you going so fast?"

He: "The brakes won't work, so I want to get home before we have an accident."

Lea Hennard in Contest for Queen of Mardi Gras

Lea Hennard, left, an employe of the South Shore Line passenger accounting department at Michigan City, is an entrant in the contest for queen of the Mardi Gras to be held in Michigan City this Hallowe'en.

She is shown here with her friend, Mrs. Ted Swanson, the former Margaretha Behnke, until recently another employe of the accounting department.

Sponsored by the chamber of commerce and the merchants and industries of Michigan City, the Mardi Gras celebration is held each fall.

The queen is elected by vote, each vote selling for one cent, and no limit on the number of votes any one person may buy.

These will be placed on sale within the next few days and the funds collected will go toward the prizes awarded the winners.

Fellow employes and other friends, as well as the girl contestant herself, may aid in the sale of votes. Friends of Miss Hennard have suggested that all South Shore Line employes assist her, not only through the purchase of votes, but also by helping to sell them.

On the night of the carnival the queen with her attendants will occupy a special float during the parade and coronation ceremony which marks the high point of the celebration.

Last year's winner was Arbutus Maldenhaur, representing the Sullivan Machine company. Miss Maldenhaur triumphed over six other young women who were entered. The South Shore Line was not represented in the contest.

Signals

Frances Schoon
Correspondent

The construction crew under direction of W. F. Auch, has completed installation of flasher light signals at 130th street, placing them in service at 3:00 P. M. October 1. Similar installations have been made at 136th, 135th, and 124th streets within the past several months.

B. L. Smith, signal engineer, says the construction crew's time will now be given to a number of minor jobs. They will change the control of gates at Broadway, Gary, from the low tower to the high tower; install locomotive type bell in connection with gates at Calumet avenue, Hammond; and later follow up the line gang and change over cables and transfer wires between Michigan City and Gary.

Plan Flashers at Vail and Michigan

Plans are now being made for the installation of flasher light signals at Vail street and Michigan street in Michigan City. The material has been ordered for this project and as soon as it is received, the work will begin.

The force has been cut recently and those working on the crew now include, W. L. Quinn, H. Steinbeck, L. Landis, laborers; M. H. Smith and H. Gloy, helpers; and R. W. Duclos, signalman.

Maintainers TenVoorde, Talbott, and Bragginton are busy with their regular routine of signal maintenance.

R. R. Rotzien, now maintaining near Gary, but living at Chesterton, expects to establish residence in Gary soon.

Concessions

Phyllis Manson
Correspondent

Miss Esther Kaylor is home again after two weeks of touring with her sisters, Dolly and Helen and Dolly's little girl, Barbara Joan. Miss Kaylor first drove to Wisconsin and Minnesota with Helen, then back to South Bend to take Dolly and Barbara Joan and resumed their trip to New York and Canada. She said she had a wonderful time, but is glad to be home again.

Another one of our girls is spending two weeks of rest with her parents in Kentucky. She is Leila Ferguson at Gary concession.

Models in Detroit

Rhea Ebert was in Detroit for one week modeling for Julian Falk, a merchant of Detroit. Rhea asserts she loves modeling. Who wouldn't?

Ethel Ward visited in Detroit some three weeks ago. Detroit is her home town.

Ada Milroy was missed by many when she visited her grandparents at Benton, Illinois. Ada was born in Kentucky but lived all her life in Illinois.

Freight

South Bend

There are many new faces at the South Bend freight house. As you know, Ed Williams is now functioning as agent but you didn't know that Jim Colton, an old Michigan Central and Canadian Pacific "brass pounder," is cashier. Phil Cobert is master of ceremonies on one of the tractors, taking the place of Fred Smith, then Loran Stannard is a new addition in the warehouse.

Harry Chouinard has just returned from a vacation spent on the banks of the old St. Joe.

Joseph Friedline made some of the young ladies in Peru, Ind., happy, having spent his vacation with them.

Some automobile salesman heard that Ed Williams had been promoted so they were hot on his trail to sell him a new car but when they couldn't show Ed what to use for money, they had to move on.

We are all looking forward, with great expectation, to the time when we will be installed in our new freight station. Floral offering from our friends on the opening day will be perfectly in order.

New Carlisle

Frank Bleasedale, the genial agent, enjoyed a two weeks vacation. Some of the fish stories told by Frank would be almost unbelievable if told by others. Your correspondent doesn't want to imply that all fishermen are careless with the truth but it does seem peculiar that so many "fibbers" should be fishermen.

Gary

Did you know that Ray Downey, cashier, is a very active worker with the Boy Scouts? Ray is scoutmaster of the troop at New Carlisle.

Walter Weber is just getting able to see in the daylight having been employed for more than a year as night clerk but the recent transfer of agents gave Walt a day job as chief clerk.

Hegewisch

Henry Larson advised that they were too busy to make any news but assures us that he will have some very interesting items for the next issue. Maybe Henry expects to go out and win the Illinois golf championship. By the way, Henry is just about the boy that can do that very thing.

They tell a story about Henry and his golf; one day he and another fellow, not quite so good, were playing at Oak Farms and the other fellow got in a "trap." Henry was standing about fifty yards away and saw this fellow take eight strokes before he finally got out on the fair-way. Henry asked him how many strokes he had taken when he finally "holed" out and his opponent told him "six." Henry mentioned that he had seen him swing eight times while he was in the sand trap and his friend asked him if it counted when he tried to kill a snake.

Hooks Pike in St. Joe

The St. Joe river, near Benton Harbor, yielded this nice northern pike to Motor Coach Operator A. F. Tomsheck, right, who has become an addict of the rod and reel during the last few months. Tomsheck's catch is being checked and double checked by Operator A. S. Hills.

Accounting

Mabel Farber
Correspondent

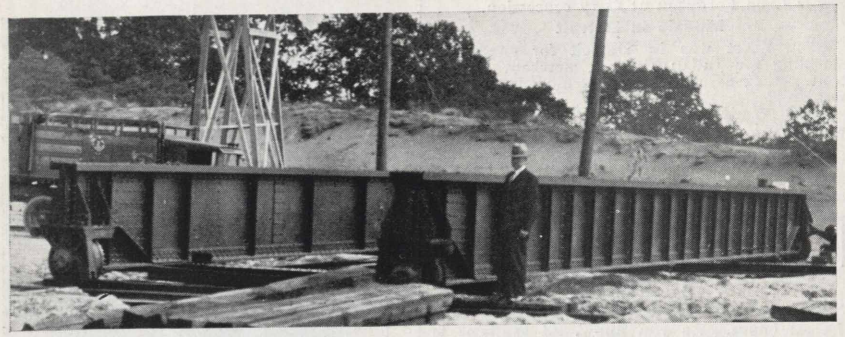
Beatrice Lahey is operating the Elliott Fischer in the freight accounting department. She isn't exactly new at it, however, as she worked on it last spring during the busy months. Glad to have you back again "B".

On September 29, Lea Hennard and Gertrude Barnett entertained a number of girls from the office at a miscellaneous shower for Mrs. Ted Swanson, formerly Margaretha Behnke. Mrs.

Win 20, Lose 8 in First Season

A record of 20 victories and eight defeats was hung up by the South Shore team in the Michigan City league at the close of its 1930 season, and the club finished in third place. Shown, left to right, standing, Fay, Alderson, Rudnick, Aldrich, Boller, Fredenburg, Kienitz. Seated, Atkins, Kahn, Connelly, Silakowski, Phelan.

Transfer Table Installed



Safety Engineer W. W. Clemmons is looking over the new "pitless" transfer table which will be used to transfer cars from sidings in the yards south of the new shops to the shop building. The table is large enough to accommodate one 70 foot car. Use of the transfer track and table eliminates the necessity of extensive grading and track construction east of the new shop building.

Swanson received many lovely gifts. She was presented with a gift from the girls of general office the day of her departure.

Visits Chicago and Aurora

Esther Peters spent the second week of her vacation visiting friends and relatives in Chicago. She also attended several functions of the American Legion convention at Aurora.

C. E. Connelly spent his second week at home listening in on the ballgames.

We missed Norman Zeese, our accommodating office boy, while he was away on his vacation.

Mary Phillips and her sister Joe had a very wonderful time in Washington, D. C., seeing the sights and visiting points of interest.

Harold Flory had a look at Niagara Falls and he reports a very enjoyable trip.

Eugene Lathe of the Bookkeeping department has returned to work after visiting relatives and friends at New Castle, Ind., and Dayton, Ohio.

Lea Hennard spent two weeks visiting friends at Lafayette, Ind., the seat of Purdue University.

Ruth Hostetler is the new comptometer operator in the passenger accounting department. She is filling the vacancy made by Isabelle Lippens who resigned.

Another New Employe

The other new girl is Grace Griffin, formerly employed at the Michigan City freight house. We are glad to welcome both girls.

On October 8, fourteen girls mostly from the General Office attended the evening performance of "The Three Little Girls" at the Great Northern. The party left Michigan City on No. 30. Special dinner accommodations were accorded them on the diner enroute. Everyone had a good word to say for the splendid service received.

Louis Rappeport made a business trip to Anderson, Indiana, last week.

We were very glad to see our old friend Mr. Pantel, formerly auditor of the South Shore Line in the office the other day. He seemed greatly impressed with the new methods and improvements which have taken place in the last few years. From all appearances Sandusky seems to be a very healthful as well as prosperous place to live.

Look Over Accounting Procedure

H. C. Barnes and Mr. Gleason, of the Indiana Railroad of Anderson spent a day in the office looking into the accounting procedure of the freight and passenger departments. From observation they seemed to be much impressed by the speed and clearness with which accounts were handled. They were also impressed by the speed of our trains.

We were grieved to learn of the death of Mrs. E. H. Utley's father, Mr. Johnson, who died after a lingering illness at his home in Chicago.

Motor Coach Division

Evelyn Kill
Correspondent

William Loy, son of Superintendent Walter Loy, is the proud owner of an Edison radio which was a gift to him from Thomas A. Edison. It is a beautiful console set, and has a plate in front inscribed with: "Presented to William Checkley Loy, State Representative from Indiana in the Edison Scholarship Award, July 30, 1930. (Signed) Thomas A. Edison." William is now attending Purdue University where he is taking Agriculture.

The population of Benton Harbor has decreased considerably since several of our operators and their families have moved to Hammond or Gary on account of returning to the services of the Shore Line Motor Coach Company. They are Paul Wadley, Wm. Austin, W. E. Maxwell, D. M. Feece, C. W. Beasly and J. A. Trainer.

Roy Sparkman, who was the garage foreman at Benton Harbor, has also returned to the Shore Line at Hammond.

Walter Loy is especially busy these days what with "finishing things up" in Benton Harbor and keeping the motor coach division running smoothly. As you may know, the garage at Benton Harbor is being discontinued, except for a small storage space, and all repairs and servicing will be done here at Michigan City garage.

Dan Clauser Moves to Michigan City

Dan Clauser who was mechanic at the Benton Harbor garage has been transferred to Michigan City and expects to move his family here shortly.

Frank Johnson had an ideal day off last week—he just loafed around.

The windows of our office which have had a habit of falling down into the street below are being replaced with regular windows.

Austin is a Visitor

William Austin and son of Hammond were visitors here for a short while recently.

Mr. and Mrs. William Lyons are indoor golf enthusiasts. They play at the popular new indoor course at Benton Harbor, and to date Mrs. Lyons has a slight edge on the score.

Lucille Richey, Mrs. Wm. Lyons and Pauline Canfield drove to the Hartford Fair October 2.

Anna Conklin made a trip to Michigan City Sunday, September 28, where she visited at the home of Mr. and Mrs. Glen Wade.

New Ticket Agent

Bernard Russell has been temporarily assigned the duties of afternoon ticket agent at Michigan City, taking the place of Marshall Kambs who was transferred to East Chicago.

Lucille Richey won an air-cushion kneeling pad at a card party. Wonder when she is going to use it.

Pauline Canfield recently spent a couple of days at Mapelier, Ohio, where she attended the county fair and won $1.30 on the horse races.

Blue or Khaki?

Our operators are having a nice time trying to decide what color their new uniforms are going to be. The question seems to be between dark blue and khaki. Any suggestions will be appreciated.

Pat Papineau

Pat Papineau, 17 month old son of Ruth Papineau, Michigan City concessions, was having a hard time getting onto his feet when his mother snapped this photo.

Chicago Terminal

Merle D. Anton
Correspondent

Vacation season rapidly coming to an end finds most of us on deck with a re-awakened sparkle in our eyes.

Clarissa Ely gave Valparaiso, Indiana, her home town, a play.

Frank Newman gave the municipal golf course at Garfield Park a little patronage.

Your humble correspondent was thrilled with the startlingly new sensation of staying home.

Our boss has been lamenting the loss of a tooth. This is the most toothsome item of this column.

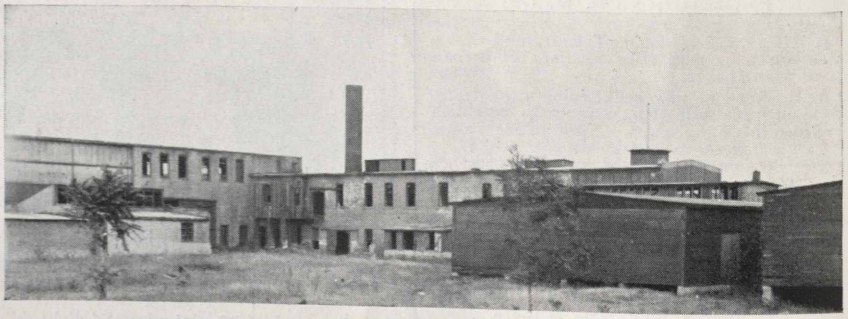
Kilnowitz Has Operation

Johnnie Kilnowitz had a slight operation performed on his nose. It has caused his absence from the office a few days, but we hope for his complete recovery, and early return.

With the advent of football season, Jamieson, Wood and Fraunberg are on their toes.

Les Hodgetts has promised pictures of his domicile and family, but we haven't been able to see them yet. Watch closely for them in a later issue.

Site of Freight Terminal Development



Plant of the South Bend Chilled Plow company, to be reconditioned by the South Shore Line. The two buildings to the right will house a modern freight terminal; other buildings will be developed for industrial tenants.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 NOVEMBER, 1930 No. 11

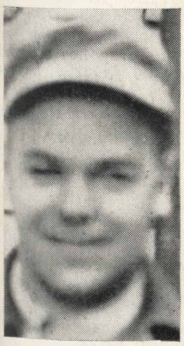
FOOTBALL SEATS WON BY B. L. SMITH AND WALTER A. SCHLUNDT

B. L. Smith

A spirited contest featured the efforts of South Shore Line employes to elect Lea Hennard, accounting department worker, to the post of "queen" of Michigan City's Mardi Gras festivities on Hallowe'en night.

Football tickets to the Army-Notre Dame game in Chicago were offered to the South Shore Line employe who sold the greatest number of votes, at one-cent each, for the railroad's representative.

Signal Engineer B. L. Smith won the contest by disposing of 7,400 votes and will receive two tickets to the football game. Second place was won by Walter Schlundt, Shop employe, who had a total of 6,690 votes to his credit. Schlundt will receive one seat for the Army-Notre Dame game. A close third was C. G. Scuffham, chief clerk, Transportation department, who sold 6,480 votes.



W. A. Schlundt

The totals for other employes selling 150 one-cent votes, or more, follow: W. J. Mallon, 3960; F. L. Winegar, 1520; C. L. Mason, 650; F. G. Scrivnor, 530; A. Knoll, 450; C. Kranzler, 400; T. F. Blackwell, 330; George Rank 320; Horace Brown, 320; G. R. Sparrow, 300; J. P. Sterling, 210; A. E. Keeler, 200; Phyllis Manson, 190; K. Kickush, 150; A. Timm, 150; A. Harbaugh, 150; W. M. Lloyd, 150; W. A. Underwood, 150; O. H. Hansen, 150; Beatrice Lahey, 150; Ruby Drake, 150; Rea Ebert, 150.

Other employes, as well as friends of the contestant, aided in the sale and at the close of the "queen" contest, Miss Hennard had a total of 48,000 votes. She won second place. First place and the title of "Queen of the Michigan City Mardi Gras" went to an employe of the Reliance Manufacturing Company, Miss Thelma Werdin, who had a total of 53,500 votes.

As first prize, Miss Werdin received a diamond ring from the Chamber of Commerce. Miss Hennard was awarded a fur coat. Four other contestants also received prizes.

NEW SHOPS READY FOR USE WITHIN FEW WEEKS

The new shop buildings of the Chicago South Shore and South Bend Railroad at Michigan City will be ready within a few weeks.

Several pieces of new machinery which will be used in the work of maintaining the rolling stock of the South Shore line have not yet arrived, and the equipment from the old shop building must be moved into the new quarters.

Grading and landscaping around the new building is about completed, and the transfer table, east of the building, has been put in.

The Roeske avenue bridge across the railroad yards just west of the shop has been opened to traffic. The street is now open from Michigan street to Springland.

Pandemonium Rules in Benton Harbor Station as Bird Escapes Cage

By Evelyn Kill

The Benton Harbor station of the South Shore Line's motor coach division was the scene of "The Old Lady and Her Bird Cage" cartoon come to life, the other day.

Her arms laden with bundles, a cage containing a canary clutched in her hand, the little old lady entered the station. When just inside the door, she let the cage drop, and the bird flew out.

Then followed a period of chasing such as you see in the movies, to the tops of the telephone booths, pictures, maps and other high places, with the entire station force and several helpful loiterers in hot pursuit.

Finally the bird was captured by Lucille Ritchie when it stopped to admire itself in one of her mirrors.

2 FREIGHT LOCOMOTIVES SOON TO BE DELIVERED

Two new freight locomotives, ordered last May by the Chicago South Shore and South Bend Railroad, are nearing completion, and according to the manufacturers, will be ready for delivery within the next few weeks.

The new equipment is of the 80-ton type and will bring the total number of electric locomotives owned by the railroad to 14.

One is being built by the Westinghouse Electric and Manufacturing Company and the other by the General Electric Company.

In Keeping with Policy

Purchase of the new freight locomotives is in keeping with the South Shore Line's policy of having sufficient equipment on hand at all times to meet the future requirements of shippers and patrons in the rapidly growing district served by the railroad.

At the time the locomotives were ordered, officials of the South Shore Line pointed out that the purchase serves to emphasize the optimistic attitude toward business conditions held by the management of the railroad.

FREIGHT TERMINAL DEVELOPMENT NOW ONE-THIRD FINISHED

The work of remodeling the buildings to be developed into a new South Bend freight terminal for the Chicago South Shore and South Bend Railroad is now more than one-third finished.

The track work, which when completed will cover approximately one mile, is also progressing rapidly. Nearly all the grading has been done and 1,900 feet of rail have been laid.

Contracts for the construction of drives on the property, which lies about one mile west of the South Bend business district, have not been awarded.

To Use Two Buildings

Two buildings on the plot, which is bounded by Washington street, Circle avenue, Grant street and the New York Central Railroad, will house the new freight terminal. Five other buildings, because of their advantageous location, will be developed by the South Shore Line for industrial tenants.

When the freight terminal is finished sometime around the first of the year, it will furnish office space for the South Bend traffic department as well as for the freight department.

There's a Reason for Big Arrows Painted on By-Product's Coal Cars

The large orange arrows, painted on the sides of coal cars belonging to the Chicago By-Product Coke Company, are for convenience in checking cars in the company's yards. The lettering on the sides of the gondolas cannot be read at any great distance, but the bright orange arrows can be seen for nearly a mile and are a great help in ascertaining the number of cars on hand.

Because of the efficient and speedy freight service given by the South Shore Line this company routes a great deal of its coal over this railroad. These gondolas are frequently seen and commented on by employes and patrons of the road.

Putting in Mead Street Switch

Here's Sam Havens' extra crew putting in the switch near Mead street for the track to the new South Bend freight terminal. Assistant Roadmaster E. A. Keeler is on the right and the second figure to his left is Havens. Work on the freight terminal is progressing rapidly and is expected to be finished before the first of the year.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV NOVEMBER, 1930 No. 11

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.* 325

Indiana Marches Forward

Following is an excerpt from an advertisement published in Indiana newspapers by the Midland United Company. It calls attention to the rapid industrial growth of the commonwealth and is one of a series describing how the South Shore Line and affiliated companies have been brought together under co-ordinated management and have thus been able to render a greater service.

"American industry today is finding its natural center in the middle west. Indiana and bordering territory is in the heart of this industrial development.

"Indiana is today an industrial state. Growth of industry in many parts of the state and particularly in the northern region has been rapid and extensive. The great industrial district at the southern end of Lake Michigan has been called "The Workshop of America." Here are located one of the largest steel producing centers in the United States and the greatest oil refinery center in the middle west. Here also are built railroad passenger and freight cars, automobiles and hundreds of other products used in the factory, the office the home and on the farm.

"This territory is the meeting place of coal and ore. It is the cross-roads of the continent. It is the natural economic location for the nation's production center. Lake Michigan on the north furnishes water transportation on the Great Lakes and to the Atlantic ocean. The Ohio river on the south furnishes water transportation to the Gulf. The state is criss-crossed with a network of railroads. Raw materials are easily accessible and the territory is surrounded by markets for the finished products.

"To the south of the great industrial district of northern Indiana, the march of industry is making its way. What formerly were rural communities have become industrial centers. Many industries have located factories in the smaller communities of central Indiana where working and living conditions have been bettered for their employes. In southern Indiana are the Indiana limestone quarries and mills and the coal mines.

"Serving this great territory with electric power and light, gas and transportation service are the subsidiaries of the Midland United Company. A few years ago, a large part of the state was served by small isolated public utility companies. These companies were acquired and placed under one centralized management. Communities were interconnected with electric transmission lines and in many instances with high pressure gas pipe lines. New, modern gas manufacturing and electric generating stations were built. Small companies were merged into groups of larger and stronger subsidiaries which today render adequate, reliable and efficient utility service in a large part of the state, making possible further industrial expansion."

ANNOUNCE LOW RATES FOR LIVESTOCK SHOW

A special round trip excursion rate for the benefit of those desiring to attend the International Livestock Exposition at the Union Stock Yards, Chicago, will be in effect from November 29 to December 9.

Fare and one-half will be charged from points in South Shore Line territory to Chicago. Special tickets will be accepted on all trains going, November 27 to December 3, and returning up to midnight December 9.

The exposition, which brings the world's finest blooded livestock to Chicago, opens November 29 and closes December 6.

MEETS MAN WHO MADE EARLY SURVEY OF ROAD

While at Indianapolis recently on business, O. H. Hansen, auditor passenger revenue, met Victor S. Rice, who is now connected with a Chicago investment house. The South Shore Line happened to be mentioned in conversation and Rice informed Hansen that in 1901, as a youth just recently out of college, while in the employ of Rosencrans and Salter, an engineering firm of Chicago, he made a survey from South Bend to the canal at East Chicago.

He did not have any information regarding the company or persons who had employed the engineering firm to make this survey, but Hansen assumed that someone who in later years was identified with the construction of the road for the Chicago Lake Shore and South Bend Railway Company may have been behind it.

Follows His Survey

Rice further stated that the present line of the Chicago South Shore and South Bend Railroad follows very closely the route laid out by him and his party 29 years ago and the territory presents a very different appearance today than when he first traveled it on foot. This is especially true in and about Gary, which was very wild and woolly at that time, he told Hansen.

He has several friends who reside in Long Beach and frequently uses the South Shore Line when visiting them.

PURDUE ENGINEERS USE SPECIAL TRAINS NOV. 4

Three hundred and fifty engineering students of Purdue University used the South Shore Line November 4 when they came to the Calumet District to make a tour of several of the important industries.

Plants in Hammond, East Chicago and Gary were visited during the day. Travel back and forth, and on into Chicago was in special cars and trains of the railroad.

Students in electrical engineering visited the South Shore Line's Furnesville substation during the tour.

EAST CHICAGO TRACK WORK IS COMPLETED

Work of relaying the track and repaving between the rails on Chicago avenue, principal business thoroughfare of East Chicago, Indiana, has been completed by the Chicago South Shore and South Bend Railroad.

Creosote treated ties, with tie plates and 70 and 100 pound rail were put in for a distance of 1.69 miles between Grasseli avenue and White Oak avenue. Tarmac surfacing was used to replace the brick paving between the rails.

Advertises Convention

Conductor C. J. Curtis, with his pipe in his mouth and his automobile all dressed up, was busy advertising the Indianapolis convention of the Brotherhood of Railroad Trainmen when this photograph was taken. The meeting was a great success, Curtis reports.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

PITY YE POOR ED

It is reported that one of the fastidious newly married ladies of this town kneads bread with her gloves on. This incident may be somewhat peculiar, but there are others. The editor of this paper needs bread with his shoes on; he needs bread with his shirt on; he needs bread with his pants on; and unless some of the delinquent subscribers to this "Old Rag of Freedom" pony up before long, he will need bread without a darned thing on, and Wisconsin is no Garden of Eden in the Winter time.—Melrose (Wis.) Chronicle.

! ! !

A man dashed into the station with only a minute to catch his train:
"Quick! Give me a round trip ticket!"
"Where to?"
"Back here, you nut."

! ! !

Two youths, evidently college boys, were seated in a trolley car directly opposite a stout woman. The woman attempted to rise to get off, but, on account of her weight and the motion of the car, she experienced some difficulty.

"If she ate yeast, maybe she'd rise better," said one of the youths to his companion, in what was meant to be a whisper. But the car had come to a stop, and the "whisper" was audible throughout the entire car.

The stout woman, who had by this time gained her feet, turned on her taunter suddenly and rasped: "And if you'd try some yourself, young man, you might be better bred!"

! ! !

PRECAUTION

"She said if any man kissed her without warning, she would scream for her father."
"What did you do?"
"I warned her."

! ! !

The very much married husband was bitter about the bandits, who had just robbed him.

Said he: "For a moment my heart leaped with joy, I thought they said 'your money or your wife.' "

! ! !

A certain husband, whose wife uses his razor to open tin cans, has discovered that his wife's large powder puff makes an elegant shoe brush.

! ! !

WHY WIVES LEAVE HOME

"My wife says if I don't chuck golf she'll leave me."

"Hard luck, old chap."

"Yes—I'll miss her."

! ! !

Such fun this job hunting. You know, being a college man, I never wear a hat, and yesterday I was standing in a bookshop waiting to be hired, when a lady picked up a book and handed me two dollars. Today, I am going to loiter in a piano store.

! ! !

Flapper (at baseball game): "And what are those men away out there for?"

Date: "They're fielders. They catch flies."

"I wish you'd quit being so sarcastic when I ask a civil question."

! ! !

FACING THE PROSPECT

Shipwrecked Sailor: "Why does that big cannibal look at us so intently?"
His Companion (cheerfully): "I expect he's the food inspector."

! ! !

A South Shore mother was recently lecturing her son on his conduct in school. He told his mother that there were really only two good boys in school. She asked him why he wasn't like these two and he asked her if she wouldn't rather have him like the 'mostest."—E. W.

! ! !

And now we have the Scotchman who married a tattoed dancer, so his children could see moving pictures.

! ! !

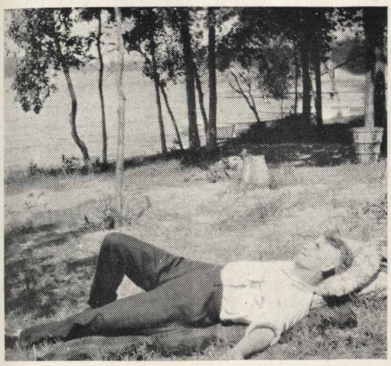
A PERFECT GENTLEMAN

"And what are you going to be when you grow up, my little man?"

"Well, after I have been a minister to please mother, and a lawyer to please father, I'm going to be a motorman."

ALONG THE SOUTH SHORE LINE

Strawser's Strenuous Vacation



Chief Inspector J. W. Strawser of Gary terminal spent his vacation at Pretty Lake, Indiana, where he had gone for two weeks of fishing. He reports that fishing wasn't very good, and perhaps this photograph, which he brought back with him, explains why the fish didn't bite. Mrs. Strawser accompanied him.

Freight

Ed. Williams
Correspondent

Freight Agents to Meet

The next regular monthly meeting of the South Shore freight agents will be held in Mr. Matthew's office Thursday, November 20.

One of the important matters to be handled at this meeting, will be the election of a new chairman, since Ed Williams' term of office will expire with this meeting.

Much has been accomplished by these monthly get-together sessions both in an educational and social way and it is hoped that the benefits therefrom will continue.

Moose Jaw Jawings

One of the boys was telling Jim Colton about the heavy snow-storms that we had in South Bend last winter. Jim listened and then told about the snow and zero weather around Moose Jaw, when he was "pounding brass" for the "CPR". He claims that they take their stoves down when the temperature drops to zero in that part of the country.

Ed Williams and his family mourn the loss of their beautiful, black and white collie. It was killed by a passing South Bend automobile.

Transferred to Hegewisch

Frank Bleasdale, former New Carlisle agent, has been transferred to Hegewisch. He will be an added asset on the "West End".

Joe Rose has been transferred from the city office to the yard office in Michigan City.

Phyllis DePidone Leaves

Phyllis DePidone has resigned as cashier in Michigan City but Mildred Richter is still on the job.

"Scotty" Morgan, the Gary agent, spent his vacation with the "Michiganders" and "Wolverines" around Cadillac, Mich.

Overcoat Stolen in Y. M. C. A.

Ray Downey suffered the loss of his overcoat. Someone stole it from the Gary Y. M. C. A. One consolation, Ray, you lost it in a respectable place so you won't have to explain what you was doing when it disappeared.

Walt Weber of Gary is making plans for another visit in Cincinnati. You would save a lot of car-fare "Walt" if you married the girl.

Masons Visit in East

Charley Mason of East Chicago and his wife enjoyed a wonderful vacation around New York City and Philadelphia. Charley says his neck is still stiff from looking at the tall buildings.

Dan Ferner of Hammond was awaiting his turn, recently, in a doctor's office when a Jewish gentleman entered and asked the lady attendant about the doctor's rates. She told him $5.00 for the first visit and $2.00 for each visit thereafter. In a few minutes the doctor entered and the Jew jumped up and greeted him with a "good morning, doctor, here I am again."

South Bend Terminal

C. W. Veach
Correspondent

L. C. Bennett, ticket agent at South Bend, Ind., is not only interested in selling tickets for the South Shore Line, but is also very much interested in beautifying his home in New Carlisle. For some time he has been collecting catalogues from various flower concerns and has purchased a variety of fancy bulbs for Autumn planting.

In order to rearrange the lawn for planting it was necessary for him to be relieved from his office for a few days. He began the rearranging of the lawn early one morning, taking a spade, shovel and ax, changing shrubbery from one place to another, cutting down old trees and spading up the soil and then planting bulbs.

Mr. Bennett returned to the office tired and complaining of sore muscles, but he still has a vision of a beautiful Spring garden. He could have been seen in Charles Veach's flower garden digging canna bulbs for himself.

Kaser, An Equestrian

E. N. Kaser, chief clerk of the traffic department, spent Sunday in Chicago recently with friends and he tells that while there, he went horseback riding. However, he did all his riding in the day time, leading us to believe that it was not quite as urgent an occasion as the one which led Paul Revere to take his famous ride.

F. A. Steffaniak, E. N. Kaser, W. J. Mallon and C. W. Veach attended the Notre Dame-Indiana football game in Notre Dame's new stadium, November 1.

New Face at Concession Stand

We have a new girl at our concession counter, Mildred Cornelison. We welcome her and wish her success in making friends for the South Shore Line by the fine service she is giving.

Esther Kaylor has been spending considerable time in South Bend on Saturdays lately. She is anxious to see that every one has something to eat when coming to South Bend to attend the football games at Notre Dame.

Concessions

Phyllis Manson
Correspondent

Esther Kaylor, who was confined to her home for a week with a touch of influenza, is back at work and says she is feeling fine.

Dolly Briggs' resignation was a surprise to everyone. Her daughter, Barbara Joan, suffered severe burns recently, which resulted in an infection, and Dolly found it necessary to spend her time with Barbara Joan. Mildred Cornelison is Dolly's successor.

Returns to Relief Duty

Elaine Moore is back on relief work.

Ruth Hutton has been transferred to the South Bend concession.

Spends Week-End in Michigan

Doris Graham drove to Michigan to spend the week-end with her parents.

The girls, Doris, Leila and Leon, have taken a cozy little apartment in Gary.

Accounting

Mabel Farber
Correspondent

Beatrice Lahey and Helen and Margaret Margraf witnessed the Indiana-Notre Dame game November 2.

Albert Harbaugh was away from his desk on Tuesday, November 4. He and Mrs. Harbaugh attended the funeral of Mrs. Harbaugh's aunt at Chebanse, Illinois.

Grant Stein Ill

Grant Stein of the car accounting department is quite ill at his home on Woodland Avenue.

George Segnitz and wife spent a very enjoyable vacation in the south, mostly in New Orleans. Barbara Ann had a swell time at Grandma Melson's while mother and dad were away.

Returns from Denver

Ray Hotchkiss of the car accounting department made a speedy trip to Denver, Colorado. He left Sunday morning and returned to the office on Wednesday. However, from appearances, the trip did Ray a lot of good.

Lloyd Bantz of the disbursing department, with his wife and son, spent his vacation in the sunny south, also. He visited a cousin in Monroe, Louisiana, and Mr. Bantz' sister at Utica, Missouri.

F. G. Williamson Improving

Illness forced F. G. Williamson of the valuation department to leave the office Saturday, November 2. He is still confined to his home, but is on the road to recovery, a fact his many friends will be glad to know.

Audrey Melson, Mildred Larson, Laura Stephenson, Alta Waybright, Ruby Drake and Dorothy Bingamon saw "Young Sinners" at the Apollo on last Wednesday evening. They all came back very much thrilled.

Hunts Dakota Pheasants

Mr. and Mrs. E. H. Utley, Jr. are spending a week's vacation in South Dakota, mostly to shoot pheasants.

Shops

A. C. Tews
Correspondent

A. H. ("Capt.") Kidd, Chief Freight Inspector and wife recently returned from a three weeks' trip to Des Moines, Iowa, and other points including St. Joseph, Mo., Council Bluffs and Keokuk, Iowa, where they made a tour of the Boulder Dam project.

At Shenandoah, Iowa, they visited the radio station of Henry Fields. Mr. Kidd says "Henry" is a regular fellow, just as jolly when you meet him as he seems over the air. Mr. Kidd reports that he had a very enjoyable time visiting old friends and scenes.

Camp Wrecked by Wind

Chief Inspector A. J. Sobecki of South Bend had a very exciting time while on his vacation. He reports that a terrific wind storm came up one night, blowing down their tent and nearly smothering the occupants. However, no casualties resulted. The storm was so severe that traffic was halted in the area by trees which were felled across highways. Of course to most of us it is needless to say that "Tony" was on a fishing trip.

The trapping season has opened, causing Owen Hurley and Ora Thorne, employees at Gary Terminal to request a thirty-day leave of

Show Purdue the Sights

Trainman T. A. O'Whene and Motorman A. T. Warren had their hands full November 4 when they worked a special train used by engineering students from Purdue University who visited the Calumet industrial district. The picture was snapped in Gary while the collegians were visiting the steel mills.

ALONG THE SOUTH SHORE LINE

absence. Lots of luck to you, boys—pictures, please.

On Friday night, November 14th, a number of Mechanical Department employees accepted the invitation of the Rapid Transit "L" Legion Post to visit their Boxing Show at Union Park Temple, Chicago. The show was a huge success, and greatly enjoyed by the boys.

Motor Coach Division

Evelyn Kill
Correspondent

Our motor coach service seems to be quite popular with the football squads, the Michigan City, Benton Harbor and St. Joseph High School teams and bands using the coaches regularly to neighboring cities. The ticket agent at Benton Harbor reports even receiving requests for rates to Nova Scotia and Honolulu for special parties.

In Auto Accident

Pauline Canfield had a freak accident when she drove to Ohio last month, with Mrs. A. F. Tomsheck and Mrs. Wm. Lyons as passengers. Her car blew a tire and turned over completely into the ditch and over again into the road, where it landed upright. Everyone escaped without injury. As a result, the Canfields are the proud owners of a brand new Oldsmobile.

On Trip to Lansing

Walter Loy made a business trip to Lansing, Michigan, last month.

Mrs. Wm. Lyons served midnight lunch to a number of motor coach employes Hallowe'en night.

Anglers Turn to Hunting

All of our fishermen have forsaken the sport and taken up hunting. Bill Wilson, E. Jenkins, A. F. Tomsheck and Glen Wade have all had their try at it, but the only game brought back so far was an owl taken by Jenkins and Tomsheck. It is still undecided whether it was a screetch owl or a hoot owl.

Chicago Terminal

Merle D. Anton
Correspondent

The new office in the Lower Level at Randolph Street is quite the thing. An invitation is extended to all, to at least stop long enough to say "Hello."

Baggageman Wm. Dunning was confined to his home for two days on account of illness. Extra Baggageman Schrader replaced Mr. Dunning.

Stiles and Ruther Hunt Rabbits

Baggageman Stiles and Mail Messenger Ruther were rabbit hunting recently. They failed to display any game upon their return from the trip.

S. F. Day and family express their thanks to the employes of this railroad for the beautiful floral offering and sympathy expressed in their recent bereavement.

Signals

Evelyn Buehler
Correspondent

L. E. Landis, is our new signal maintainer at Tremont, Indiana.

R. W. Duclos, former signal maintainer at Tremont, is now occupying the position of signal wireman.

Move to Beverly Shores

E. W. Braginton, and family are now making their home at Beverly Shores. Mr. Braginton seems very much enthused over his new home.

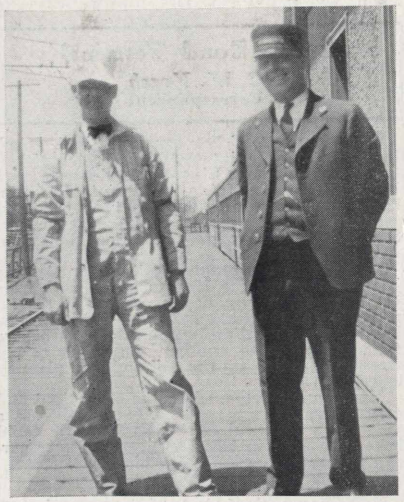
Mr. and Mrs. R. W. Duclos had visitors over Sunday from Morocco, Indiana, and Chicago, Illinois.

B. L. Smith will undergo a slight operation for the removal of his tonsils in the near future.

J. K. G. AGAIN A GRANDFATHER

Mrs. John Weatherall of Michigan City, daughter of J. K. Gray, former general superintendent of the South Shore Line, is the mother of a baby boy, born October 15.

Collins and Jaroch



Motorman Martin E. Collins and Conductor Theodore Jaroch are nearly ready to burst into laughter in the above photo, snapped on the platform of the Gary station. Evidently the photographer, who is not known to the Pantagraph, is a humorous person.

WRITES TO COMMEND CREW

Conductor Otto Bartels, Motorman H. Kenyon and Collector John Pilgrim made up the crew of the Chicago-bound train on which Wilber E. Post and his party were riding when they were accorded courtesies which led him to write the following letter to William Peterson, traffic manager of the South Shore Line:

"On Tuesday evening, I came from South Bend to Chicago on your regular Chicago Limited, leaving South Bend at 9:00 o'clock Standard time and due in Chicago at 11:20 Standard time.

"A fellow passenger was trying to catch a Northwestern train for California leaving Chicago at 11:20. He had just received word informing him of his wife's illness and asking him to come as soon as possible.

"Your train crew took so much pains to help this man make his connections, phoning, getting taxi, etc., that I wanted to inform you of the excellent spirit and really valuable service that they rendered."

WAITER IS COMMENDED

The following letter was received by P. F. McCall, manager of commissary, from J. W. Mears, superintendent of dining cars:

"I wish to direct your attention to an incident which occurred on the special diner which we had in service on Saturday, October 18, on account of the Notre Dame-Carnegie Tech football game.

"While returning from South Bend on this car on this particular date, a gentleman engaged me in conversation and related how a friend had ridden to South Bend on the dining car that morning, leaving Chicago at 10:45, and had given the waiter a ten-dollar bill to pay for their meal which amounted to $1.90 and then had thoughtlessly walked out of the dining car without waiting for change. I immediately realized that this was the same diner we were on and called the waiter-in-charge, Elwood Porter, and asked him if he recalled such an incident and he replied that he did. He stated that one of the waiters, Charles E. Richardson, whom we had hired for the day only, had waited on these two gentlemen and that when he had brought back their change to them they had already left the diner and he reported the matter to the waiter-in-charge and gave him the money to return to its owner in case he called.

"This gentleman gave me the name of his friend, Mr. John H. Boyle of Scott, Burrows and Christie, 208 South La Salle Street. I called on Mr. Boyle the first thing Monday morning, introduced myself and presented him with his change. He was much pleased and gave me a gratuity for the waiter."

HESLETT, FORMER MASTER MECHANIC, SHOPS VISITOR

Charles M. Heslett, who 12 years ago left his job as master mechanic of the South Shore Line to seek his fortune in Kansas, was in Michigan City on Armistice Day, renewing old acquaintances. Heslett told friends at the general office that he is now managing a resort hotel in the western state.

LEA SAYS THANKS

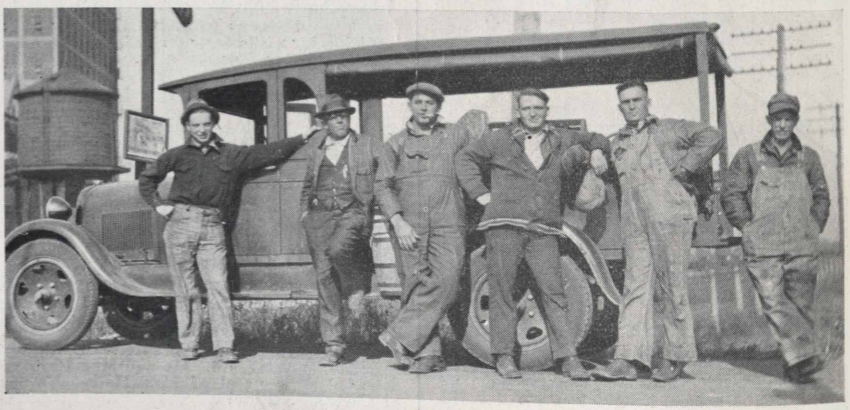
May I take this means of thanking all those who aided me in the Mardi Gras contest. I was overwhelmed by the generosity and zeal with which South Shore Line employes entered into the contest. What honor came to me, of course, was really intended for all of the South Shore Line family, just as it was made possible only through the South Shore Line family.

—LEA HENNARD.

CHARTER CAR

A special party from Michigan City, members of the Manufacturers' Club, used a special car and two diners, for a trip into Chicago the evening of November 7.

Install Flashers in Hegewisch



While the signal crew was installing crossing flashers at 124th street, Hegewisch, William Auck lined them up and secured this picture. Left to right they are: H. M. Smith, R. W. Duclos, H. Gloy, H. Steinbeck, W. L. Quinn and L. E. Landis. Flashers are soon to be put in at Vail and Michigan in Michigan City.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 4 DECEMBER, 1930 No. 12

SOUTH BEND FREIGHT TERMINAL TO BE READY BY JANUARY 1, BELIEF

The new freight terminal being developed by the Chicago South Shore and South Bend Railroad on the site of the old chilled plow plant in South Bend will be ready for use by January 1, it is believed.

While completion of driveways and other outdoor work may be delayed because of the weather, temporary drives will enable South Shore Line shippers to take advantage of the new facilities as soon as work of remodeling the buildings and laying the rails has been finished.

To Meet Future Needs

Construction of a large and conveniently located terminal for freight in South Bend is in line with the railroad's policy of providing ample facilities to care for the future requirements of the busy industrial area it serves.

The project, involving an expenditure of more than $350,000, will also furnish several desirable industrial buildings and sites, which by reason of their location and advantageous switching facilities, can be made available for industrial tenants.

Parts of three buildings on the 16 acre tract, formerly occupied by the plow company, will be used for inbound and outbound freight terminals and for freight and traffic department offices. Unused portions of these structures and five other buildings will provide room for expansion of the freight dpeartment and quarters for industrial tenants.

Mile From City's Center

The freight terminal is one mile west of the South Bend business center and lies in the heart of a rapidly growing South Bend industrial district. The South Shore Line main line is about one block north of the new terminal and the New York Central is just to the south.

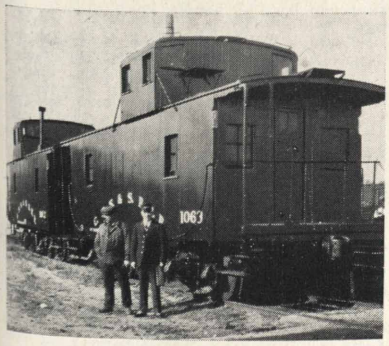
Approximately one mile of track has been laid. A single track leads from the South Shore main line at Mead street and runs about five blocks along the Northern Indiana Electric railway right of way in Merry avenue. Double and triple trackage serves the inbound and outbound freight houses and in addition provides team track of 40 car capacity.

To Use Three Buildings

The two freight houses contain 10,574 square feet of floor space, which may be enlarged if necessary. Freight and traffic department offices occupy 2,700 square feet of the third building. The remainder of this building along with the other buildings will be available for other industries.

It is planned to abandon the old freight house on LaSalle street, east of Sycamore, as soon as the new terminal is in use.

Two New Cabooses



Two of the three cabooses recently added to the South Shore Line's rolling stock are bright and shiny with new paint and stencilled lettering. Conductor C. J. Curtis, left, and Collector Norton McNulty, right, are shown.

Give the Sun a Chance

J. V. Quinn, Harry Campbell, O. T. Rinehart and Arthur Hetzel turned lumberjacks one day early this month when they helped thin out the trees between the wings of general offices in Michigan City.

FIRST NEW FREIGHT LOCOMOTIVE ARRIVES; SECOND HERE SOON

One of the two 80-ton electric freight locomotives, ordered for December delivery by the Chicago South Shore and South Bend Railroad, has arrived in Michigan City and is now in service. The second should be in service before the beginning of the new year.

The addition of these two new locomotives will bring the total owned by the South Shore Line to 14. The one which has just been delivered was manufactured by the General Electric company. The other was made by the Westinghouse Electric and Manufacturing company.

Embody Newest Design

They represent the latest word in electric locomotive design, each being equipped with the most modern appliances for speed and safety.

Purchase of the new locomotives is in line with the railroad's policy of having sufficient equipment on hand at all times to meet the future requirements of shippers and patrons in the rapidly growing territory it serves.

The addition of these locomotives to the rolling stock at this time serves to emphasize the optimistic attitude toward business conditions held by the management of the road.

Optimistic Toward Business

"Expenditure of this money for new equipment at this particular time represents our faith in the business future of the territory we serve," said Charles H. Jones, general manager.

"The manufacture of the locomotives provided employment for workmen who might otherwise have been idle. It is tangible proof that we believe there is going to be business for the new equipment to handle."

TRIO INSPECTS NEW CLEVELAND TERMINAL

James Mallon, Ray Hotchkiss and John Kelly made a flying trip to Cleveland, Ohio, Sunday, December 7, to look over the new passenger terminal recently constructed in that city by the Nickel Plate, New York Central and Big Four. Electric locomotives are used, and street cars and rapid transit lines enter the terminal. The trio returned the same day.

SELL THROUGH TICKETS TO POINTS ON WABASH

Through tickets to points on the Wabash Railway, with transfer in Chicago from the Randolph street station to the Wabash station by Parmelee Transfer, are now being sold by ticket agents of the South Shore Line.

SOUTH SHORE BOWLERS HOPE TO PLACE SECOND IN COMMERCIAL LEAGUE

The South Shore Line's bowling team, composed of James Mallon, captain, George Rank, Alphonse Tim, Albert Boller, William Samuels and Carl Krueger, is now in third place in the first half of the Michigan City Commercial League's 1930-31 season.

A chance to stay in the running for first place was lost December 5, when the South Shore Line representatives were defeated 2 to 1 by the Dobeske Shoe team. Dobeske's now have first place cinched.

At present Haviland Garage is holding down second position, but the South Shore Line bowlers still have a chance to nose them out. The teams meet early in January, shortly before the close of the first half of the season.

Other teams Captain Mallon's crew must meet before the close of the first half are the State Penitentiary, December 12, and the Michigan City Candy company, December 19.

Each Commercial League teams play 90 games during the season. The winner of the first 45 games plays the winner of the second 45 for the league championship. If the South Shore Line can win first place the second half, there is still a chance for the railroad to win the 1930-31 championship.

Last year South Shore Line won second place in the Industrial League of Michigan City. The railroad's representatives no longer bowl in this league.

An appeal to South Shore Line employes to attend the games was made by Captain Mallon. His team plays Friday evenings at 8:15 in the Palace Recreation Parlor at Eighth and Franklin. There are ample facilities for both men and women to watch the bowlers.

Locomotive Delivered

Here is the first of the two new 80-ton electric freight locomotives to be put in service this month by the South Shore Line. It was made by the General Electric Company.

MERLE ALDRICH MADE ELECTRICAL ENGINEER

Merle Aldrich, who relinquished the post of electrical engineer a little over a year ago to become engineering assistant to the master mechanic, has once more resumed the office of electrical engineer.

Announcement of the change was made by General Manager C. H. Jones on December 1. During the time Aldrich was with the mechanical department, Charles Ludden served as acting electrical engineer.

Aldrich, before he came to the South Shore Line in January, 1926, was with the Chicago Rapid Transit company for three years, having gone with that company shortly after graduating from Purdue University with a degree in electrical engineering. He and Mrs. Aldrich reside in Michigan City with their two small daughters.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. IV DECEMBER, 1930 No. 12

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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RECORDING TAPE IN GATE NIPS CLAIM OF AUTOIST

By C. C. Towle, Claims Investigator

How resourceful the Claims Department must be in meeting new situations is illustrated by the method followed in investigation of a claim involving the Calumet Avenue crossing in Hammond which is protected by a pair of electrically actuated automatic crossing gates.

The automatic gates had been operating for about a year and no collisions with them had ever come to the attention of the Claims Department. Then one day a motorist reported that he had driven up to the gates while lowered, stopped his auto and waited for the train to pass. Then he alleged that the bell ceased ringing and the gates ascended. He started his auto forward and just as he was on a line with the nearer gate, it suddenly and without warning came down on the roof of his auto causing considerable damage. He remained at the crossing about fifteen minutes during which interval no train appeared.

A Blind Accident

The case as related by the claimant seemed invulnerable. It was a "blind" accident with no report from the operating department because there were no witnesses either employe or public.

B. L. Smith, Signal Engineer, was interviewed and he declared that the gates in controversy were mechanically perfect and that it would have been impossible for them to have acted in the manner described by the claimant. To substantiate his contention he produced a long tape of cross-sectioned paper which recorded the movement of the gates on the date of the alleged accident.

Recorded Automatically

The chart was obtained from a clock-like recording device in the base of one of the gates. It consists of two pens, one for each gate, which inscribe two parallel lines on the revolving roll of paper. The lines are drawn horizontally while the gates are upright. While they are lowering, the pens describe a downward motion. Then another horizontal line is drawn on a lower level during the interval the gates are down. When they ascend, the pens revert to their original position and the line is resumed on the upper level.

An examination of the tape revealed no unusual operation of the gates on the date in question; that is to say, every indicated movement was accounted for by the scheduled passing of a train. When Smith further explained that the ringing of the bell was a pre-requisite to the lowering of the gates, the Claims Department concluded that the accident could not have happened as claimed.

NATION'S GRADE CROSSING ACCIDENTS ARE REDUCED

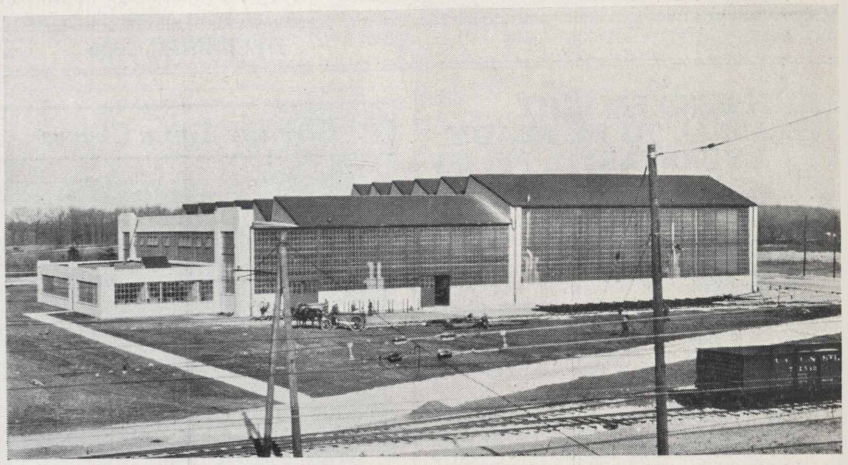
By W. W. Clemmons, Safety Engineer

Notwithstanding the fact there are twenty-six and one-half million motor vehicles rolling on the highways of the United States, accidents at highway grade crossings for the first seven months of this year totaled 2,631, a reduction of 480 compared with the same period in 1929.

Fatalities resulting from these accidents totaled 1,106, a reduction of 199, while persons injured totaled 3,004, a reduction of 553, compared with last year.

This reduction is reflected in the record of our line, and indicates that motorists are being educated to exercise caution on approaching a railroad crossing. Credit is due our motormen who through their eternal vigilance have prevented many accidents.

New South Shore Line Shops



Finishing touches are being put on the new shops of the South Shore Line in Michigan City. This thoroughly modern structure, designed so that it affords workers the maximum of daylight, will be used for maintenance and overhaul of railroad equipment. It will be in service as soon as the balance of the machinery is installed.

Help This Cause

The 1930 Christmas seal, issued by the national, state and local tuberculosis associations of the United States, shows a picture of Santa with a Christmas tree over his shoulder. Get plenty of them. Their cost is trifling. Their good far-reaching. The fund from the sale of Christmas Seals will help to fight tuberculosis all year round in every community. Let your joyous Christmas spirit reach out to help the thousands who are bravely and hopefully fighting against tuberculosis. Protect the children. Get your share of Christmas Seals today.

It's a Pleasure

Getting your hands dirty in the new shops is a pleasure, because then you get to use the new wash fountain. Riveter Joe Pekarski turns the water on by stepping on the foot rail at the base. Liquid soap is in the container at the top.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Professor (in ethics)—"I will now lecture on liars. How many have read the twenty-fifth chapter?"

Nearly all raised their hands.

Professor—"That's fine. You're the very group to whom I wish to talk. There is no twenty-fifth chapter."

! ! !

Little Ikey Rosenberg laid his dime on the grocer's counter.

"Mister, I vant for ten cents some enimel crackers, and leave out de pigs!"

! ! !

"What dey do to dat Jones boy fo' sellin' dat booze?"

"What dey do? Lawd, chile, dey done give him two years in de house of representatives!"

! ! !

An ant was gazing longingly at the carcass of a dead horse when a rum runner's car passed. A case of liquor bounced off the car and the bottles broke. The ant immediately proceeded to quench his thirst. Then grabbing the dead horse by the tail, he shouted lustily: "Come on, big boy, we're going home."

! ! !

Charlotte—"It must be three years since I saw you last. I hardly knew you, you have aged so!"

Clarissa—"Well, I wouldn't have known you, either, except for that dress."

! ! !

"Hadn't you better go and tell your father?" said the motorist to the farmer's boy, who stood looking at the load of hay upset in the lane by a collision.

"He knows," replied the boy.

"Knows? How can he know?"

"He's under the hay."

! ! !

Henry and Sylvia were out riding. Henry had one arm around Sylvia, when the car hit a bump and skidded.

"Oh, Henry," gasped Sylvia, "use two hands."

"Can't," says Henry, grimly, "—Gotta drive with one."

! ! !

Teacher—"If a number of cattle is called a herd, and a number of sheep is called a flock, what would a number of camels be called?"

Little Johnny—"A carton."

Maintenance

W. M. Lloyd
Correspondent

John Kelly is recovering from a heavy cold contracted at the recent Army-Notre Dame mud battle. John says the game was worth the cold even though it is disagreeable.

Jack Weber has been and still is on a turkey diet since Thanksgiving. Jack is the big shot on the inspection end of the new South Bend freight terminal job and was presented with an 18 pound turkey by some of his admirers. Jack says he has abandoned all hope of finishing the bird. He has had everything from roast turkey to turkey hash and his wife is running out of dishes to be made from left-over turkey.

Attends Committee Meet

W. A. Underwood recently made a flying trip to New York city where he attended an A. E. R. A. committee meeting on wood preservation.

Pauline Kimmel, stenographer and guardian of the inner doors, has left us for a career of housekeeping and from all reports she likes the new job fine. Pauline's place has been taken by Clara McKinley who was with the accounting department several years ago. On leaving Pauline was presented with a handsome silk umbrella by girls of the office.

Notre Dame Fan

Jim Mallon has been a regular attendant at all the big Notre Dame games this year and knows his football, knows all the big shots on the team by their first names.

Rudy Volstorf has taken over section nine at East Chicago and Bill Moore who was at East Chicago has been transferred to section 10 at Hammond. Bill says he hasn't been homesick for Chicago Avenue yet.

DeHaan in Poor Health

John Morris has taken over the foremanship of section seven at Miller. Sebe DeHaan who was foreman has not enjoyed the best of health lately and feels that a rest from the foreman's responsibilities will help him. Morris comes from the Indiana Service Corporation where he has had several years' experience.

Fred Parker and his crew have been busy in the court between the two general office buildings and next summer should see George Blocknow busy with the landscaping. Several trees have been removed and a number of loads of black dirt dumped in to enrich the soil.

South Bend Terminal

C. W. Veach
Correspondent

A. W. Oberfell made a trip to Chicago to witness the Notre Dame-Army football game, however on account of the cold and rainy weather and due to the fact he left his rain coat at home, decided not to venture to the colorful game at Soldier's Field and returned home somewhat disappointed, nevertheless to satisfy himself, tuned his radio in on the game played by the Bears and Bulls.

Kaser, Steffaniak Attend

E. N. Kaser and Frank Steffaniak, weathered the storm and took their places at the Soldier's Field for the Notre Dame-Army game and no doubt were responsible for Notre Dame winning the game.

Kaser came home with enough oilcloth to cover two or three good size tables; from the hole cut in the center we are sure his head went through the hole and it was used to keep himself dry.

Busy In South Bend

Frank sure did his share of rooting as the writer was listening in on station WGN and could hear Frank say "Come on Notre Dame, let's get going."

Saturday, November 29, we sure had some business going to Chicago to attend the Notre Dame-Army game. South Bend station was one busy place. L. C. Bennett, ticket agent, had more than he could do and R. E. Jamieson, District Passenger Agent, pulled off his coat and went to work selling tickets.

The ticket office was not the only busy place at this station for across at the concession counter you could see Misses Valerie Sass, Mary Bellah, Ruth Papeneau, Glenn Sheets and Mildred Cornelison doing their stuff serving passengers with sandwiches, pie, coffee and other foods. We would like to have another touchdown like that.

Gridiron of Life

Another football season has just passed into history, it has had its colors and thrills, various university teams all over our land have gone on the gridiron with a determination to win. Thousands of people have witnessed these struggles. Are there more people just witness today the struggle to renew business conditions or are they down on the gridiron in this great struggle?

Motor Coach Division

Evelyn Kill
Correspondent

Our operators have been entertained at a few parties this month, the first being a rabbit supper at the home of Bill Wilson on November 20. Bill and Operator Tomsheck caught the rabbits. Then last week Harold Voight of Ray's Battery Service, who have their shop in a corner of our garage, gave another at his home. Some of those present were Glenn Wade, A. F. Tomsheck, L. W. Hills, Bill Wilson, Frank Johnson and E. W. Jenkins.

Three Rabbit Hunters

In line with hunting rabbits, L. W. Hills, E. W. Jenkins and A. F. Tomsheck are still at it. The latest "game" brought in was a police dog.

W. C. Loy attended the Indiana-Purdue game at Lafayette November 22.

W. E. Sander, mechanic in the garage, who has been at home sick for about 10 days, has returned to work.

Snow Plow Ready

Bill Wilson says, "Let'er snow." He worked about two days and nights on the snow plow last week, and reports it is all ready now for any weather.

W. C. Loy attended a meeting of the directors of the Michigan Motor Bus Association at Detroit on the 24th.

Mr. and Mrs. Wm. Lyons spent Thanksgiving Day with relatives in Gary.

Pauline Canfield a Visitor

Pauline Canfield was a Michigan City visitor recently; she also spent several days in Niles, Michigan last month.

Marshall Kambs and Bernard Russel are two others who have the indoor golf "bug." To date Marshall has an edge on the score, for which Bernard was to treat him to a chicken dinner. So far the dinner has not been forthcoming.

A new electric gasoline pump has been installed in our garage by the Sinclair Refining Company, for which our garage men are duly grateful.

New Axle Lathe

Machinist Fred Meer is fondly watching over the new axle lathe in the new shops as an axle is being turned. The axle will be used in the experimental roller bearing car soon to be tried out on the road.

Freight

Ed. Williams
Correspondent

Henry Larson, agent at Hegewisch, had his automobile stolen a few days ago. It was recovered by the police but was minus tires, battery, ignition and various other parts. Henry claims no other car in the world could lose all of these parts and still run.

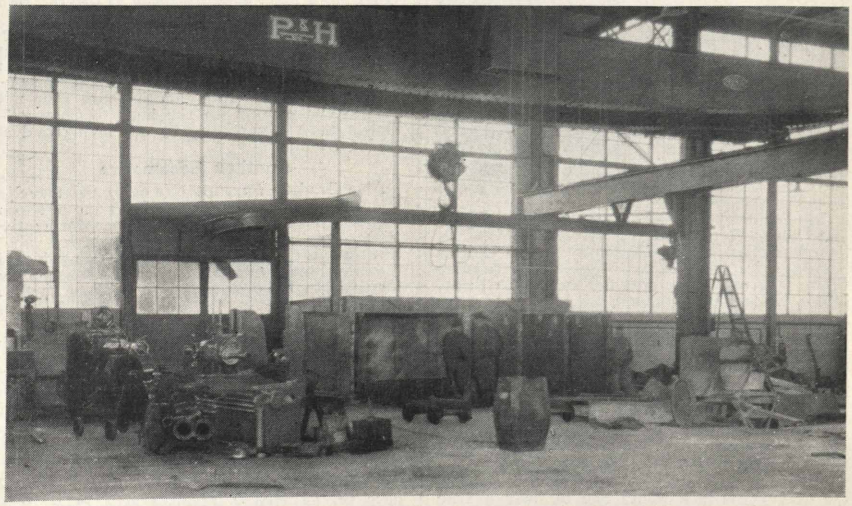
George Varga, clerk at South Bend freight, has undergone two operations recently. One of Chicago's leading plastic surgeons performed them. After the first operation George asked the doctor what the charges would be and when a rather exorbitant fee was named, George's chin dropped and the second operation was necessary to have his chin lifted.

Former Cashier Marries

Phyllis DePidone, former cashier at Gary and Michigan City, was married recently to a young man in Gary and we understand, will make her home in Gary. You will be missed on the South Shore "Phil."

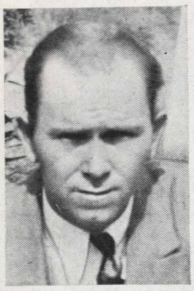
Work on the new South Bend freight terminal is progressing very satisfactorily and, according to the contractors, will be completed

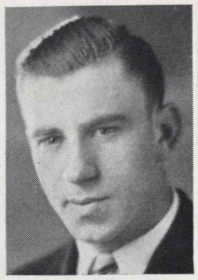
Interior of New Shops



Here's an interior view of the new shops, with Fred Meer at the axle lathe, on the left. Next is the honing machine. The three men inspecting the baking ovens are Louis Bartholomew, Michigan City tinsmith, William Brooks, Westinghouse company representative, and W. A. Underwood. To the right of the ovens is Joe Pekarski. Above is the 3-ton crane.

South Benders





Here are two South Bend members of the South Shore Line family, Philip Cobert, right, tractor driver, and Chester Moyer, left, yard clerk.

this month. Plans are well under way for the "house warming."

John Lutz is the new agent at New Carlisle succeeding Frank Bleasdale, transferred.

Freight Agents Elect

Your correspondent was re-elected chairman and L. H. Provis, secretary of the South Shore Freight Agents, at the November meeting. It is the intention to hold the next meeting at South Bend in the new terminal.

It is hoped that everyone connected with the freight stations will co-operate with the correspondent and keep him well supplied with news. If, however, this assistance is not forthcoming it will be necessary to "make" news so you better tell us what you want printed or we might print the very things that you are trying "to keep under your hat."

General Offices

M. J. Naughton
Correspondent

Of all the joyous festivals during the year, Christmas is the king. It commemorates the most important event in the history of the world; nothing less than the advent of the Son of God in human form. What is the true meaning of Christmas? Not for getting and receiving, but for giving and sharing; not for empty-minded gayety, but for the joys that belong to the day and the season. After all, Christmas is really a day devoted to children and to Santa Claus.

Miss McKinley

Little Georgiana McKinley, just fifteen months old, smiles a cheery greeting to the Pantagraph readers, and in her eyes one reads her little secret of "Santy's coming down the chimney." We all remember the Clara Fetke and George McKinley wedding on Armistice Day five years ago in St. Mary's Church. Laughing Blonde Clara and tall handsome brunette Mack—what a handsome couple—and here you have their beautiful child. Mack's eyes, and Clara's blonde hair. We were all glad to welcome Clara back to the old crowd at the South Shore offices, where she is bravely taking up her work to make a living for herself and her orphan child. Clara is the stenographer in the Maintenance of Way Department, and is adding many new friends to the old group who always admired her. Georgiana looks the picture of health—might have stepped out of a health contest for babies; and the laughing eyes denote her adorable disposition. The Pantagraph readers will all unite in wishing that dear old Santa Claus will be good to Georgiana.

My friend, "Jap" the conductor asked me the other day if I would like to hear a true Christmas story, and having a reporter's ear and nose for news, said I would. It's so good I am passing it on to you: It seems a negro, feeling very happy, was about to board one of our trains, when a bundle he was carrying slipped to the ground, and the bottle broke and the contents spilled—what do you suppose it could have been. Well, the poor negro looked at it and laughingly said "Well my Christmas has done come and went".

The South Shore office girls, moved by the true Christmas spirit, have decided to have a Christmas Party on December 17—girls only—at the new Barker Hall, splendid dinner, entertainment, games, etc. They have resolved to make a beautiful beginning for Christmas by radiating good will to all. There will be an atmosphere of fellowship and friendliness foreign to many other Christmas parties—for the "heart will be the true meeting place of friends and they will all be pilgrims going the same road to a real Christmas party." There will be presents for all—and fun galore. Sorry, boys, this is one of the times when we prefer muchly to be by our own selves. Christmas comes but once a year and when it comes it brings good cheer to the South Shore girls party.

Merle Aldrich Returns

It seems good to have Merle Aldrich back in the office again. He has added some new employes—and how the other departments are envying him. Three handsome switchboard operators, the girls with the "smile in their voices," who are so courteous and obliging to the public. They have been well trained, Merle, and so you will not have to worry on their score.

Frank Y. Winegar of the general manager's office has moved to Michigan City. No use telling him we are glad he is here—the girls have all attended to that. Frank says he wishes the evenings were fourteen and not seven, for he cannot split dates, and to tell the honest truth he confidentially advises "Michigan City girls are about the nicest ever." All right, Frank, you're wekkum. We have not been able to solve the riddle of just who SHE is—but we do know that Frank hurried back from California, making the trip in eighteen days instead of five weeks as planned. He is often heard singing around the halls: "There's a city by the Lake that is always wide-awake." The next issue of the Pantagraph may be privileged to announce who was the recipient of the solitaire.

Weber Busy

Jack Weber, the best liked man on the South Shore, is very busy these days. Spending his mornings in the office, working out the details of the intricate jobs he has to do—and the afternoons finds him ever at the site of the old South Bend Chilled Plow Company's property, where under his able guidance the dilapidated old buildings are fast taking on a habitable look, and the new freight house at South Bend is rapidly coming to the fore. Wonder if Jack will be able to complete the numerous orders he has for his artistic Christmas cards. You have to be in the "inner circle" in order to even order them.

As Notre Dame seems so closely related to the South Shore, we are mighty proud to know they have been proclaimed the season's victors. Ask Florence Kienitz, Lea Hennard and John Kelley what would keep them from a Notre Dame game. They witnessed the Army-Notre Dame game on that memorable Saturday when the heavens opened up and poured rain all day. What did a little soaking mean to them? Hear the girls tell of the thrill of the last three minutes!! Who was he Florence? You have certainly kept your secret well. Even Knute Rockne on his trip to California, refusing to talk Football, said he would be glad, however, to tell them about the "South Shore Line with a train every hour on the hour to Chicago"—that is some advertising by our loving and admiring friends.

Another Locomotive

Alva Bradley Parsons, our congenial traveling motorman, is about to set forth on a trip to Pittsburgh to bring back another locomotive. Right now A. B. is mighty worried about trouble on the road that might delay him in reaching home by the 24th, for he tells us that they are to have a real Santa Claus party at his home.

Mr. James Heath, the smiling trainmaster, is here, there and everywhere. You see him down the hall and mebbe an hour later he is calling you for something from South Bend. It's a case of "Now you see him and now you don't." We hope Santy will treat Jim OK, for he deserves it.

It seems good to have Edward MacCreadie dropping in every now and then at the offices. Did you know that Mack was one of our efficient dispatchers on the South Shore in the days of, as Henry Hansen calls them, "way back when"? He now carries the big title of assistant industrial director. Some day when Mac is in the mood get him to tell you about that great big grandson of his, who chums with his granddaddy, although he is only five years old. And if you want a good laugh you must hear of their visit to the Aurora fair, and of the youngster's interest in live stock.

C. P. Valleau the other evening boarded the 5:48 with his charming wife. On inquiry we were advised that they were going into the big town to leave orders with Santa Claus to be good to their two interesting daughters. Did you know that Betty, the elder of the two, stood one of the highest intelligence tests at the Central school, and that her teacher predicts for her a brilliant future as a violinist?

Injured Playing Football

Santa Claus did not leave a very nice gift with Glenn Scrivnor, the sixteen year old son of our genial Line Foreman, Frank Scrivnor. Glenn was one of the heroes of the Red Devils football squad of the Michigan City high school, who won all but one game this season and as his Dad said he went safely through the season and then had to "go up on a west end lot and crack his shoulder playing football on a Sunday afternoon." Our sympathies are with you, Glenn, but we know you will be treated better this Christmas than if you were not "laid up." Girls just adore a crippled football player.

Have you noticed how young Alva Kambs, the clerk in the dispatcher's office, is blooming out? Shy and timid until he got his bearings, he is now one of the regular gang, and seems happy as a lark at his work. Of course, we all know where he gets that suave disposition—for who does not know his accommodating daddy Billy Kambs the local superintendent of Northern Indiana Railway?

Didja ever hear the Irish version of Christmas?

"For Christmas comes but wanst a year,
And course when it comes it brings good cheer.
And when it goes it laves us here,
And what'll we do for the rist o' the year?"

Shops

A. C. Tews
Correspondent

Ray Ruetz, inspector at the Michigan City shops, and Mrs. Ruetz, announce the birth of a daughter, Virginia Mae, born November 22.

We had a very pleasant surprise when Charles Mathias, who has been with the South Shore Line since 1923 and is now inspector at Gary, announced his wedding to Miss Lydia Kidd of Hammond, November 15.

The young couple made a trip to St. Louis, Mo. They have furnished an apartment at 277 Fifteenth avenue, Hammond.

Chief Inspector Anthony Sobecki and Mrs. Sobecki of South Bend announce the birth of a daughter, October 21. The young lady has been named Bernadette. The Sobecki family now numbers 14 children.

Chicago Terminal

Merle D. Anton
Correspondent

Baggageman Stiles was confined to his bed with a severe cold for two days.

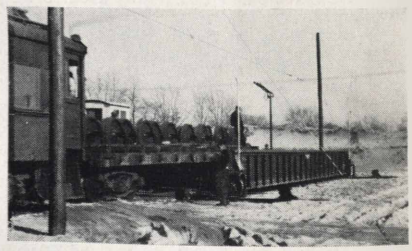
Collector Gambrel is able to be out again after a severe attack of the mumps.

Has Appendicitis Attack

Collector Berger is confined to the hospital with appendicitis.

Robert Maloney and Griffith Schrader are the new firemen at this station.

Table in Operation



Emil Smith and George Morris are proudly herding a flat car load of wheels onto the new transfer table just east of the new shops. The table is now in daily operation.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 JANUARY, 1931 No. 1

SOUTH BEND FREIGHT, TRAFFIC DEPARTMENTS TO MOVE JANUARY 24

January 24 has been fixed as the date on which the South Bend freight and traffic departments will move into their new quarters in the new South Shore Line freight terminal at 1600 West Washington street, South Bend.

Large, airy offices will furnish pleasant quarters for E. H. Williams and his helpers in the freight department, and for A. W. Oberfell and other members of the traffic department.

Abandon Old Quarters

The old freight offices on La Salle street east of Sycamore will be abandoned. The traffic department offices above the passenger station at Michigan and La Salle will also be vacated.

An automatic telephone switchboard has been installed for the freight department, and instead of using several different numbers as before, all departments may be reached by calling one new number, 3-9484.

The traffic department will use the same old number, 2-5764.

The transfer will be made Saturday afternoon and Sunday, so that everybody will be ready for business, Monday morning, January 26.

FT. DEARBORN LIMITED NOW 4 MINUTES FASTER

The Fort Dearborn Limited, crack morning flyer out of South Bend for Chicago, now leaves the South Bend station four minutes later each day following adoption of new schedules by the Chicago South Shore and South Bend Railroad Sunday, December 28.

Instead of leaving South Bend at 7 A. M., this deluxe train, which carries both dining car and parlor car equipment, now leaves at 7:04 A. M.

Arrives at 8:57 A. M.

Arrival time of the Fort Dearborn Limited in Chicago remains unchanged under the new timetable. The train arrives at Twelfth street at 8:53 A. M., at Van Buren street at 8:55 A. M., and at Randolph street at 8:57 A. M.

Departure time from Michigan City and Gary is also moved back under the new schedule. The train leaves Michigan City two minutes later, at 7:44 A. M., instead of at 7:42 A. M.; and Gary two minutes later, at 8:11 A. M. instead of at 8:09 A. M.

OFFER LOW FARES TO SKI MEET, JANUARY 25

Special round trip rates have been put in effect to Ogden Dunes, Sunday, January 25, on account of fourth annual International Amateur Ski Tournament to be held there that afternoon.

The following round trip rates, including admission to the tourney, are in effect that day:

Chicago stations	$2.50
Kensington	2.00
Hegewisch	1.85
Hammond	1.75
East Chicago	1.75
Gary	1.40
Michigan City	1.75
South Bend	2.75

REVISE BENTON HARBOR MOTOR COACH SCHEDULES

Revised schedules, affecting the coordinated train and motor coach service of the Chicago South Shore and South Bend Railroad between downtown Chicago and St. Joseph and Benton Harbor, Michigan, were placed in effect December 28.

Four trains daily from Chicago make direct connections at Michigan City with motor coaches serving Grand Beach, New Buffalo, Union Pier, Lakeside, Bridgman and other communities along U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Limited trains of the South Shore Line leaving Randolph street Illinois Central suburban station at 7 a. m. 11 a. m., 1 p. m., and 5:15 p. m., connect at the Michigan City station with St. Joseph-Benton Harbor motor coaches.

Similar schedules are in effect between points in Michigan and downtown Chicago. Motor coaches leave the Benton Harbor station, Main and Wall streets, at 8:10 a. m., 12:10 p. m., 4:10 p. m., and 6:10 p. m., connecting with trains for Chicago at Michigan City.

The motor coaches leave St. Joseph, the Carlton-Walter store, seven minutes after leaving Benton Harbor.

A Most Encouraging Record

¶ It is a good old custom to begin the New Year with rejuvenated hopes and fresh aspirations. But it is not well either to forget or disregard the experiences of the year just ended. The balance sheet of the old year is the guide-post for the new year. It is only a guide-post, however. The new year is undiscovered country, offering its own opportunities and its own adventures. ¶ Taken as a whole, and in consideration of the circumstances of the world at large, our balance sheet for the past year is an encouraging one. I am not speaking of our financial balance sheet, our income and expenditures alone. I mean the general status of the Chicago South Shore and South Bend Railroad; our record of stability, of progress and of service. It was a trying year, but through the ability and fidelity of our personnel we have fulfilled our obligations to our patrons, to the territory we serve and to our owners—the holders of our securities. ¶ We have also fulfilled our obligations to the future by providing for all the demands that may be made upon us when and as they are made. We are ready for any advance the future may offer, and are fortified to meet conditions as they can be foreseen. On the threshold of this New Year our people who have given their best to the service of the railroad are as well prepared to accept the opportunities ahead of them as they have ever been in their association with this institution. ¶ If the year has taught us anything it is that work and thrift are the basis of comfort and security. But we ought not to confuse thrift with miserliness or hoarding. The parable of the ten talents is as pertinent today as it was twenty centuries ago. Our own circumstances ought to be our guide, when opportunities offer, rather than general conditions. ¶ Firm in the faith that the New Year will give to all our people rewards for work, thrift and enterprise, I offer them the compliments of the season, in the sincere belief that when we close the books at the end of 1931, we will have a record of experiences which it will be gratifying to recall.

Samuel Insull

BARKER HALL SCENE OF GIRLS' CHRISTMAS PARTY

By Audrey Melson

On Tuesday, December 16, the girls of the General Office arrayed in best bibs and tuckers, gathered at Barker Hall in Michigan City for "the" event—the annual Christmas party.

The long table, with covers for twenty-six, held a large, beautifully decorated basket of glittering red and silver, flanked on either side by miniature Christmas trees, and great was the curiosity of some of the more impatient over the network of silver threads leading from the basket to the tiny red and green Christmas trees at each place.

While dessert was being served, the girls were given a chance to show their mechanical knowledge, the clever rhymed contest "What's in my Car" being the medium. Strange to say, Laura and Ruby and the other girls who drive a lot didn't seem to shine in this, and Clara McKinley won the box of pretty handkerchiefs. After the delicious chicken dinner, little Marjorie Farber gave two clever recitations, and everyone greatly enjoyed the humorous readings by Jean Robinson, Marjorie's cousin. Dorothy Sprencil gave two piano solos, beautifully done, as always, and Erna Rudolph and Grace Griffin sang Christmas songs, after which everyone sang Christmas carols.

Then, at last, the silver strings could be pulled, disclosing the gifts Santa had left for all the "good little girls." With this as the climax, it was time to go home, everyone announcing that it had been "a nice party, a pretty party and a grand get-to-gether."

MARK SMITH MAY GET ANNAPOLIS APPOINTMENT

By Evelyn Behler

Mark H. Smith, son of B. L. Smith, has been recommended for appointment to the United States Naval Academy at Annapolis by the commanding officer of the Nineteenth Fleet division of the Naval Reserves.

Mark is a graduate of the Michigan City high school and a member of the Nineteenth fleet division. Since his graduation from school he has been working on the South Shore Line signal crew.

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THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V JANUARY, 1931 No. 1

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

Trappers

Owen Hurley and Ora Thorn, employes of the Gary mechanical department, are proudly showing part of the pelts they obtained on a recent excursion into the Kankakee river bottoms.

Shops

A. C. Tews
Correspondent

Just imagine, Owen Hurley (left) and Ora Thorn, employes at Gary, having such good luck trapping within a few miles of the metropolitan area of Chicago. Not all of the catch are shown here. An audit showed the following number of furs: Raccoon 2, possum 9, skunk 13, mink 11 and muskrats ("Hudson seal") 171. This catch was made during December, 1930, southeast of Otis, Indiana, and along the Kankakee river bed a few miles further south.

Hurley is a real hunter and trapper, having spent many years in the north woods as a guide for hunting parties.

We wish you boys many additional seasons of successful expeditions.

Thomas Hendrix made a hurried trip to Tennessee for a visit over the holidays. He reports having a fine time.

J. W. Strawser, chief inspector at Gary, was called to Kendallville, Ind., on account of the death of his sister, Mrs. M. C. Gettis, Dec. 26. Our sincere sympathy is extended to Mr. Strawser and family.

Harry McCarthy, inspector at South Bend terminal, made a short trip to Walcottville, Ky., as Harry says—"Way out in the hills away from civilization." He reports having a good time, fine hunting and a real outing.

Wilson Was President

Although he may not have known of this incident, Woodrow Wilson was newly elected President of the U. S., when this picture was taken in the Kokomo offices of the Union Traction Co., in 1914. Mrs. Mabel Wallace (then Miss Mabel Gwin) had just received her pay check at the hands of C. W. Veach, a clerk in the office, after resigning her position. She is now in the accounting department of the Indiana Railroad at Anderson, and Veach is passenger representative with the South Shore Line in South Bend.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

GOING TO VENEZUELA?

It might cheer up patrons of the Long Island Railroad, say to know that travel is even more difficult in Venezuela. We have just heard of a young engineer who started out in a Ford to go from La Ceiba to Montalban down there, but had to abandon the car and take a train, with forty-five miles yet to go. First-class passage cost him twenty bolivars and he was pretty mad when he found that there was only one coach, and that it held second-class passengers, too, who had paid only ten bolivars. He complained to the conductor about this and the fellow told him to have patience and he would see the justice of the difference in fare. Before long the train stopped dead on a hill, and the conductor showed up. "All second-class passengers get out and push!" he ordered, and the ten-bolivar people got out and pushed. The train crawled along through tangled jungleland until finally it stopped again, while the engineer wrangled over the price of fuel for his boiler with a lone woodsman who had a pile of wood stacked near the track. Finally the engineer pushed on without buying the wood. Three miles farther along there was another woodsman. His price was even higher than the first man's. The engineer again refused to buy. He then entered into council with the conductor. The outcome of this was agreement upon the point that they had to have wood—could go only a few miles more with what they had. This decided, the train began to move—backward. They went back the three miles to the first woodpile, bought a supply, stoked the engine, and started forward again. All in all the forty-five mile trip to Montalban took seven hours. A bolivar is 19.295 cents.—The New Yorker.

! ! !

ALPHABETICAL ADVERTISING

Oh, merchant, in thine hours of e e e
If on this poem you should c c c
Take the advice, and now be y y y;
Go straightway out, and advert i i i!
You'll find the project of such u u u,
Neglect can offer no ex q q q;
Be wise at once, prolong your d a a a.
A silent business soon d k k k!

! ! !

Farmer: "See here, young feller, what are you doing up that tree?"

Boy: "One of your apples fell down, and I'm trying to put it back."

! ! !

Of course you remember the story of the old lady who, when asked why she marked all her pies T. M., replied, it was so she could tell them apart. On one kind T. M. meant 'Tis Mince. On all others it meant 'Taint Mince.

South Shore Line Office Girls Hold Yule Party

Barker Hall, at Michigan City, was the scene of this gay gathering, December 16. Shown, left to right, standing: Martha Bartels, Mildred Larson, Rose Mentag, Laura Stephenson, Erna Rudolph, Gertrude Barnett, Helen Margraf, Marguerite Shay, Dorothy Sprencil, Mary Phillips, Ruby Drake, Dorothy Bingamon, Clara McKinley and Audrey Melson.

Seated, left to right: Florence Kienitz, Anna Boothroyd, Beatrice Lahey, Regina Orlowski, Grace Griffin, Lea Hennard, Mary J. Naughton, Esther Peters, Margaret Margraf, Loretta Lloyd, Evelyn Kill and Mabel Farber.

ALONG THE SOUTH SHORE LINE

Accounting

Mabel Farber
Correspondent

It is good to have Fred Williamson back in the office again after his long illness.

In November Dorothy Bingamon and Audrey Melson discovered that their birthdays come within a few days of each other so on the spur of the moment they called in two tables of bridge, got in a few groceries, and a lovely time was had by all.

This party was such a success that Mitz Larsen and Laura Stephenson, whose birthdays come close together in December, decided to pull the same stunt. They invited three tables of bridge and everyone reported a lovely time.

Here is an item which should have been in the last issue of the Pantagraph. Rose Mentag is wearing a diamond. The lucky man is Clem Spychalski. It took Clem a long time to break down Rose's resolve to become an old maid, but he finally succeeded. Clem is surely a lucky man and Rose is certainly to be congratulated. I hope to write about the wedding bells sometime during the year. Perhaps it may not be until fall.

O. H. Hansen has been away on business quite a bit of late. From appearances he is missed while away because everybody rushes up and shakes his hand when he comes back.

Marguerite Shay of the passenger accounting department left the company December 31. Everyone was sorry to see her leave.

A lovely dinner party was held at the office the day before Christmas. Everyone from the department heads to the office boy enjoyed the splendid dinner. At the psychological moment Santa Claus arrived with a gift for everyone.

Music during the dinner hour was provided by Ray Hotchkiss, who kindly loaned his radio for the occasion.

The committee consisting of Esther Peters, Laura Stephenson, Grace Griffith, Rose Mentag and Mabel Farber received a rousing vote of thanks.

Food that was left after the dinner, was donated to charity.

E. H. Utley, Jr., is gone quite a good deal of the time looking after his new duties as general auditor of the Indiana Railroad system.

Mr. Thornton, auditor with Arthur Young and Company, and Mr. Donovan of the Scheinman and Balch Company, are in the office making their annual audit of the books.

Freight

Ed. Williams
Correspondent

Beginning with the February issue, we are going to enable you to get better acquainted with the South Shore freight agents.

It is our intention to tell you about one of them each month, starting on the west end and continuing east until you know all there is to know about every last one of them. We also hope to have photographs of these gentlemen. (Go and look for the "birdie" fellows for I'll be after you.)

For their own peace of mind, we will allow them to supply the material for these "write-ups."

Work on the new freight terminal at South Bend is progressing in a very satisfactory manner and we hope to "move in" within the next ten days.

Your correspondent was elected secretary and treasurer of the South Bend section of the American Railway Association at the December meeting.

News is as hard to get as business, the "repression" that Amos and Andy tell about, is terrible.

Have heard quite a few funny stories during the past few weeks but the editor would "blue pencil" them even if I tried to print them so I'll save both his time and mine.

Here is one though I think will pass: A Scotchman awoke one morning to find that his wife had died during the night. He called to her and then shook her but got no response so he rushed to the stair-door and told the hired girl to just cook one egg that morning.

Engaged

Rose Mentag of the accounting department has announced her engagement to Clem Spychalski, Michigan City grocer. The wedding will probably be some time in the fall.

Maintenance

W. M. Lloyd
Correspondent

Perhaps some of the Pantagraph readers don't know it, but the South Shore has a real up and coming bowling team that holds third place in the Michigan City Commercial League.

The team is captained by our own Jim Mallon and in addition consists of George Rank, A. F. Timm, William Samuels, Albert Boller, and Carl Krueger.

Lists Averages

Captain Mallon reports that the boys are all on their toes and going strong and that the last half of the season should see them leading the league. Averages for the first half of the season are:

	Games	Pins	Average
Rank	45	7911	175-36
Timm	45	7791	173-6
Samuels	24..	4149	172-21
Boller	39	6223	159-22
Mallon	42	6669	158-33
Krueger	30	4663	155-13

The team bowls every Friday night at 8:15 at the Palace Alleys at Eighth and Franklin streets, Michigan City. Come up some night and let's give the boys some moral support.

John Hubenthal has returned from his vacation which was spent resting at home and getting in his wife's way, as men usually do when they are around the house. He also included a side trip to Milwaukee and Racine.

Al Boller was sick for a few days due to eating something that didn't agree with him. He recovered in time to enjoy the holidays in Evanston, however.

Wilmer Wills is the proud parent of a new son or daughter, we do not know which. We have not been able to get the usual details of weight, name and date of arrival, but will try to provide this information in the next issue.

James Morris, our new foreman at Miller has moved his family from Gary and they are now comfortably settled.

The Mallon boys received football suits for Christmas and Jim now has a first class back field in the making.

Everyone seems to have been treated royally for Christmas. We have heard no one complain in this department. There are plenty of new neckties and cigars in evidence.

The Maintenance of Way Department's Christmas present was a 53 Ton Jordan Spreader, delivered Dec. 24. This machine has the appearance of some monster from a Chamber of Horrors.

With our latest acquisition, banks can be leveled, ditches dug, ballast spread, old ballast ripped out and last but not least snow and ice can be removed with speed and dispatch. Both ends of the machine are fitted with a V shaped plow and a wire brush arrangement which can be raised and lowered with an air cylinder. This arrangement alone will save a large amount of labor in cleaning snow and ice from the flanges in city streets.

Movable Wings

On either side are wings that can be moved forward and backward or up and down by air cylinders. Fully extended, the left hand set of wings reach 22 feet from the center of the track, making it possible to plow one side of the street when fighting snow. This arm is also used in cutting down banks, spreading ballast and ditching for drainage purposes. The other side of the plow is fitted with a 10 foot wing which is used for the same purpose as the large wing. This wing is smaller due to poles carrying the overhead being located on this side of the track.

Summing up, we believe Mr. Underwood, Mr. Hubenthal and the entire department are very much pleased with their Christmas present for it is just what they needed.

Traffic Department

C. L. Binger
Correspondent

Our boss opened our eyes to new wonders on Friday after New Year's. Gave us a nice ride, and inspection trip. Those who attended were: Clarence Tepe, Chief Clerk, Rate Department; George Quill, Assistant Chief Clerk, Rate Department; Walter Schulten, Traffic Bureau; Walter Ritter, Traffic Manager, C.A.&E.; Frank Devaney, Frank Kelly, Ed. Stephens, Dan Lyons, Harry Phillips, Gorman Bennett, Harry Elliott of the North Shore Chicago office; Harold Erickson, North Shore Line, Racine; Frank Burkand and Pat Miles of the North Shore Line, Milwaukee; Les Hodgetts, Frank Newman, Bill Jones, your humble servant and William Peterson.

Jim Heath was with us from Kensington and D. E. Matthews joined us at Michigan City. Al Oberfell and Frank Steffaniak were on the reception committee at South Bend where we sat around the festive board, then toured South Bend in a bus, looked over the many features that go into the making of South Shore Line service.

Everybody had many words of praise for the many extensive improvements, and a new confidence was born in the minds of all solicitors in the ability of our line to make good on our promises.

Mrs. L. W. Hodgetts starts the New Year minus an appendix. Since the last appearance of any news from this source, Mrs. Hodgetts was stricken with acute appendicitis, rushed to a hospital and operated on. She has completely convalesced, and is now busy nursing Leslie, Jr., who, during Christmas vacation, tried out his new skates, wore a blister on his foot, which resulted in septic blood poisoning.

South Bend Terminal

C. W. Veach
Correspondent

Mildred Cornelison of the South Bend Concession, spent a few days during the Holidays with her relatives at Wheatland, Ind. Elaine Moore, was left in charge of the concession during her absence.

Ed. Luckey, porter at South Bend Passenger Station, is a member of South Bends Harmony

ALONG THE SOUTH SHORE LINE

Four quartette. Ed. spent his spare time with the quartette during the Christmas time and sang Christmas Carols at a number of places.

A. W. Oberfell, F. A. Steffaniak and E. N. Kaser, have been busy the last few days, getting ready to move to their offices in the New Freight Terminal at 1600 W. Washington Ave.

Motor Coach Division

Evelyn Kill
Correspondent

L. W. Hills, who spent the first part of his sixty day leave of absence at the home of his parents in St. Louis, was a visitor here the other day. After a few days in this territory, he will return to St. Louis.

Marshall Kambs reports that he was treated to a real chicken dinner by Bernard Russell, in payment of an indoor golf debt.

Mr. and Mrs. Bill Wilson, together with friends from South Bend, spent New Year's day in Chicago. Among other things, they attended the performance of Lysistrata at the Majestic.

Paul Wadley, formerly one of our operators, dropped in for a few minutes last month. He is now with the Shore Line Motor Coach Company at Hammond.

Walter Loy made a business trip to Muskegon and Lansing, Michigan, January 5.

Now that the rabbit hunting season is closing, our sportsmen are getting impatient to get back to their rods and reels. They have all made the resolution that next year will bring bigger and better fish.

Pauline Canfield says there is no news up at that end of the line, except that everyone was treated royally by Santa Claus.

Bill Lyons is planning on moving his family to Michigan City. Since the change of schedule his run starts from here.

Glen Wade had the day after Christmas off. It seems to be a secret where he went or what he did. So we have decided it was too much turkey.

A. F. Tomsheck spent New Year's day in Chicago and F. A. Johnson spent Christmas in Gary.

Signals

Evelyn Behler
Correspondent

Flashers at Michigan and Vail Street are now in service.

R. Rotzien, maintainer at Gary, has moved his residence to Gary, Indiana.

The Pennsylvania Railroad has installed new flasher light signals at the Industrial highway west of Gary. These flasher lights have been turned over to the South Shore to be maintained.

There has been new steel on the westbound track and also both crossings renewed at Cline Ave. where Gary Railways crosses South Shore tracks.

The line department have just completed renewing the 2300 volt line between Gary and Shearson Interlocker. This is going to eliminate more or less signal trouble due to the fact that severe cold weather would cause the old line to break. The old iron wire was replaced with new copper wire.

W. L. Quinn and Herbert Gloy of the Construction Crew have had special work on Saturday and Sunday nights guarding signal apparatus near Clark Road and E. J. & E.

Mr. and Mrs. B. L. Smith announce the arrival of a six pound boy, Lawrence John, born December 10.

General Offices

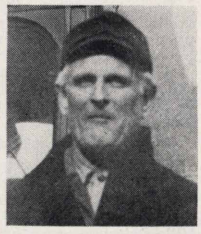
M. J. Naughton
Correspondent

I wonder how many of you ever stop to think of the Randolph street terminal except as a place to hurriedly leave the train, or to rush down the stairs and entrain for home. The Randolph street terminal is the introduction of Chicago it might be said to the South Shore Line. The hundreds and thousands of people who daily rush in and out of this terminal never stop for a minute to give a thought to who is responsible for the clean platforms, the well kept cars and the system that is everywhere apparent. To many of an artistic nature, the construction work now going on puts a damper on the nice terminal that is offered them—and I am now referring to our station platform at the end of the line in the big town of Chicago, which is now conceded to be the center of the United States. They see only the ugly stairways to be climbed and the slush-slush of the concrete mixers and the babble of many foreign tongued workmen engaged on its work—and yet it is the forerunner, the getting in readiness for the greatest world's fair that has been yet held.

Merle Anton

Jacob F. Stratton

For the one who will leave all the ugly part of this construction work behind and stroll down the well kept platform to the small building near the north end, and take a peep in there, he will be rewarded with a sight that will almost spell home. He will find a neat furnished home with soft shaded lamps, and the furnishings in the best of taste—and as some one suggested "it had a woman's hand" in it. But I know whereof I speak when I say our tall handsome Jake is the magic touch that transformed that small rough building into almost a "thing of beauty", or at any rate a feast for the eyes after leaving behind that scene of mad bustle, construction work and muddy stairways.



Everett M. Day

This is the office of our assistant trainmaster, whose picture you will note above, as he leans back in his chair and says to the photographer "now do your worst". Merle Anton, with the smile in his eyes and the smile in his voice. He has often been referred to as the "boy trainmaster", and spends practically all of his time on the South Shore. Morning, noon and night will find him at Randolph street ready for the call of duty or to handle an emergency. Merle started life on the Illinois Traction System, the old McKinley Line, which was one of the best managed electric lines in the country, and his training there was so thorough that he is well fitted to handle any job assigned him. He worked there from 1910 until 1920, running the gamut from conductor, motorman, power dispatcher to train dispatcher, when he came to the old South Shore Line as a dispatcher and remained until 1923, when a better salaried position was offered him and he again became connected with the Illinois Traction System as trainmaster. He tells us, however, that his heart was always with the South Shore, and so when in 1926 he was asked to return to the South Shore he very willingly came back to what he terms "the best railroad in the country," and since that time has been stationed at Randolph street. Last summer he was assigned additional duties and now has under his care all the inspectors whose duties it is to take care of the splendid equipment on the South Shore. How well he has succeeded with the "car inspection boys" is shown in the clean cars which greet the weary homeward bound passenger.

Charles Mason

Yes, Anton is married and tells us that he has the best wife in the world. Drives his own automobile—and on vacation trips puts in his time at his favorite sport, playing golf—and is a crack bowler—and to those in the know is some "story teller." As he is one of the men who has grown from the ground up, coupled with a very pleasing personality, a congenial nature, and an understanding nature of those whom he employs, makes him one of the valued employes of the South Shore. Asked what he considered the best thing to do he readily replied "Cultivate a smile and make the best of the work that is assigned you."

And the tall gentleman seated at the desk is our handsome beau brummel and bachelor Jake Stratton, chief to Anton. Jake came to the South Shore in 1928, where he had been engaged with the Illinois Central—and this training together with his natural aptitude for "looking for work" makes him a valuable acquisition to the Randolph street terminal. He is a congenial chap who deserves a better fate than remaining a bachelor. Now girls, here is your chance: Jake loves a good show, has a nice roadster—but just "hates to take in any of these things alone."

And here is another man with a smile: Everett M. Day, chief inspector at the Randolph street terminal, and the man who is charged with the care of the equipment at that end of the line. He came to the South Shore back in October 1913 at the Pullman terminal as inspector; and moved to Kensington when the old Pullman station was abandoned; and came to Weldon after our trains ceased to operate in and out of the old 115th street yard. Ye old-timers remember the days of the "umbrella shed" when we all changed cars at Kensington? July 15, 1918 he was promoted to chief inspector at Kensington. He has six children, all grown and married. One son, Sylvester, is an inspector at Randolph street. E. M. Day has two hobbies: always smiling, and the love he has for his grandchildren, for never were there such children as these.

And there is our old friend Charles Mason. One of the real old-timers for in 1909 he became connected with the section work on the "old Hanna Line" as it was familiarly referred to at that time and in 1910 was transferred to Gary as a car inspector and continued there to 1914, at which time he was made night barn foreman at the old Calumet barns, where he took the best of care of the equipment on the old city line or the harbor line as it was known for the next thirteen years. In 1927 when the Harbor line service was discontinued, he was transferred to Kensington—and when our trains started through operation to Chicago, he was transferred to the Weldon yards and has been at Weldon yards and Randolph street ever since. His hobby is his job. He writes one of the most beautiful Spencerian hands one could see; is a philosopher and makes the most of his job, and is loved by every one connected with the company.

So, my advice is, take a few minutes off and become acquainted with the crowd at the Randolph street terminal. It is guaranteed to cure the worst case of grouch, and one comes away feeling that it is a good thing to be alive.

A conductor on a London street car noticed an elderly Scotchman and a young Scottish lad. The old man was holding a watch in his hand, and was studying it with intense interest. Suddenly he seemed satisfied and looked up. Seeing the conductor, he beckoned to him.

"What is it?" asked the conductor.

"I want to pay the rest of my grandson's fare," replied the Highlander. "He has just become twelve years old."

The conductor has since recovered.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 FEBRUARY, 1931 No. 2

South Bend Freight Terminal in Use

The new freight terminal at South Bend was opened January 24. Seen from Circle and Washington it presents an imposing appearance. Freight and traffic department offices are just to the left of the large truck entryway. The remainder of the building may be leased to industrial tenants.

MAINE POWER COMPANY ADOPTS SOUTH SHORE'S SAFETY BUTTON PLAN

By W. W. Clemmons

The plan, originated on the South Shore Line in 1928, of giving a button bearing the words "Safety Service Man" to one member of each track crew whose duty it is to assist the foreman in safety work, has been adopted by the Central Maine Power Company.

This company has adopted a button, similar to the one used on this road, and officials of the company report they are well pleased with the results obtained.

The success of the plan on the South Shore Line led to its extension to the freight and mechanical departments.

HEAT SWITCHES TO MELT SNOW DURING STORMS

In keeping with its policy of taking advantage of the newest developments in railroad practice, the Chicago South Shore and South Bend Railroad has made experimental installations of three sets of switch heaters designed to keep switches free from ice and snow during stormy weather.

One set, being tested at the east end of Tamarack siding west of Michigan City, uses a gas flame to heat the points of the switch; one near Virginia street, Gary, uses electricity; and one in the yards at Michigan City uses oil burners.

R. E. JAMIESON NAMED GEN'L PASSENGER AGENT

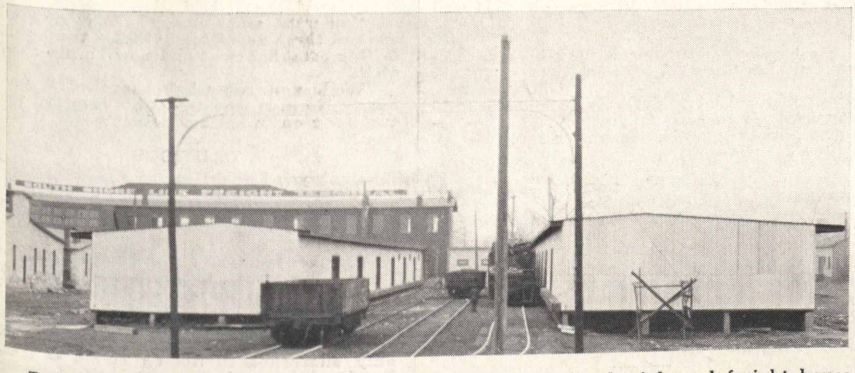
R. E. Jamieson

R. E. Jamieson has been made general passenger agent of the Chicago South Shore and South Bend Railroad it was announced February 3 by William Peterson, traffic manager. Mr. Jamieson, whose headquarters are in Chicago came with the South Shore Line April 1, 1926, as district passenger agent at South Bend. He was transferred to Chicago the following year and has been there in that capacity since.

Before coming to work for the South Shore Line, Mr. Jamieson was traveling passenger agent for the Canadian Pacific Railroad, working out of Chicago. He had been in the employe of this road, in various capacities, for 16 years.

He is active in traffic club and lodge work. He is past president of the Chicago Passenger Club, and at present is Senior Warden of the Edgewater Lodge, A. F. & A. M.

Outbound and Inbound Freight Houses



To the left is the outbound freight house and to the right the inbound freight house, part of the new South Bend terminal. Concrete roadways will be built on the far side of these structures and along the team tracks sometime this Spring.

MIDLAND SUBSIDIARIES TO SPEND $22,000,000 DURING CURRENT YEAR

The construction budgets of public utility companies in Indiana, controlled by the Midland United Company, provide for proposed expenditures in 1931 aggregating approximately $22,000,000, according to an announcement made by Samuel Insull, Jr., president of the company.

The Midland United Company is a holding or investment company controlling the South Shore Line and other transportation, electric and gas companies operating in practically every section of the state.

"The construction budget for our group of companies in Indiana provides for additions and improvements throughout the territory served by our subsidiaries," said Mr. Insull, Jr.

"Approximately $3,000,000 will be spent in completion of the electric generating station of the Northern Indiana Public Service Company at Michigan City. We will spend approximately $1,000,000 for new passenger cars for the Indiana Railroad system which will enable us to render greatly improved service on the interurban railways in central and southern Indiana. Important additions will be made to the electric transmission systems of Midland electric light and power subsidiaries, and betterments will be made to our electric and gas facilities wherever necessary.

"This vast construction program is a striking example of the value of holding company control of public utility companies as it is estimated approximately 75 per cent of the money necessary to carry on this program will be raised by the Midland United Company for its subsidiaries, instead of by subsidiary company financing. In other words if these operating companies were not a part of a holding company group, it is extremely doubtful whether they would be in a position to finance individually so large a construction program.

"During the eight years, since 1923, when the first steps were taken in the formation of the Midland group of companies a total of $142,780,000 has been spent by subsidiary companies for expansion and construction in the state of Indiana. During last year alone Midland subsidiaries invested approximately $23,000,000 in additions and other improvements to their facilities for serving the public."

E. H. UTLEY, JR., MADE GENERAL AUDITOR OF DOWNSTATE RAILROAD

E. H. Utley, Jr.

E. H. Utley, Jr., general auditor of the Chicago South Shore and South Bend Railroad, has been elected general auditor of the Indiana Railroad. Announcement of his election was made by E. J. Booth, assistant to the executive vice-president of the Midland United Company.

Mr. Utley, in addition to his duties with the South Shore Line, will now have general supervision over the railway accounting procedure and personnel of the Indiana Railroad, the Interstate Public Service Company, the Indiana Service Corporation and the Northern Indiana Power Company. These companies and the South Shore Line are subsidiaries of the Midland United Company.

Mr. Utley will divide his time between Michigan City, and the downstate offices in Anderson, and Indianapolis. For the present he will continue to make his home in Michigan City.

Before coming to the South Shore Line in June 1924, Mr. Utley had been with several steam railroads, the Southern Minnesota Gas and Electric Company, the Arthur Young and Company accounting firm and with the Midland Utilities Company in Chicago.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
General Offices, Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V FEBRUARY, 1931 No. 2

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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The Holding or Investment Company

Below is reprinted one of a series of nine advertisements published in Indiana newspapers by the Midland United Company. It describes the important part the holding company plays in the development of essential utility services and should be of interest to the employe of the South Shore Line who desires a better understanding of the organization of which he is a part.

"The state of Indiana today is not the state our fathers and mothers knew. Great changes have been wrought even within the last decade. Extensive industrial development has taken place in many parts of the state. Rural electrification has extended to the farm the comfort and convenience of life in the city. Growth and prosperity have come to many cities and towns. Great progress is being made in the state. Much of this progress is due to the development of the electric light and power business. This modern servant has lessened the burden of household tasks and made work easier on the farm. It has increased production in the factory, at the same time lightening the daily toil of the worker.

"Playing an important part in this new era in Indiana's history are the subsidiary companies of the Midland United Company. Small isolated electric companies have been combined into larger and more efficient units and hundreds of communities in the state have been interconnected in a vast network of electric transmission lines which have brought to Indiana the most efficient electric light and power service in its history.

"The Midland United Company is what is known as a holding or investment company. It controls through stock ownership, public utility companies which supply essential public service such as electric light and power, gas and transportation. The public utility business is essentially a big business. It is a business requiring a very large investment. The total capital investment of Indiana subsidiaries of the Midland United Company in plant and property at the close of 1929 aggregated $226,736,111.43. Not only must the initial investment be large, but large amounts of additional money must be invested each year in new plants and other facilities to meet the ever-growing demands for service. That is why investment companies such as the Midland United Company are playing an important part in the development of the public utility industry. Investment companies have brought together small public utility properties in operating groups, and by co-ordination and pooling of resources have enabled each company to improve materially its service to its customers.

"The Midland United Company strengthens its subsidiary operating companies by co-ordinating their efforts, aiding them in financing improvements necessary to meet demands for service and placing at their disposal a staff of trained engineers and other experts in utility operation. Expert financial and engineering assistance which the small individual company could not ordinarily afford to employ are thus made available at actual cost. As a result, operating companies are able to maintain a high standard of service to the public not possible if they were isolated and obliged to operate on their own resources, and every user of utility service has benefited thereby."

Heads Pottawattamie Council

C. H. Jones, general manager of the South Shore Line has been elected president of the Pottawattamie Council, Boy Scouts of America. Scout organizations of Michigan City, LaPorte, Valparaiso and Knox are included in this group.

Transportation Notes

C. G. Scuffham
Correspondent

J. L. Colton of the South Bend freight department has been called to Canada on account of the serious illness of his mother.

J. C. Rose, Jr., who underwent an emergency operation for appendicitis at St. Anthony's Hospital, Michigan City, is getting along nicely.

E. A. Morgan, whose hobby is miniature railroads, has bought the remains of the outfit used by the advertising department, and plans to set it up and try to make it work in his Michigan City home.

H. C. Larson is often seen these nice days after work at the Burnham Woods golf course. He is still shooting under 90.

A. W. Keller, trucker at Kensington, is still on the sick list, but is on the road to improvement.

J. C. Lutz, New Carlisle ticket agent, has had to lay off for a few days on account of influenza.

Marshall Kambs, second trick ticket agent at Michigan City, has relieved H. J. Moyer at Gary for a few days, while Moyer recuperates from an attack of the flu. William Ritter, extra agent, is working Kambs' shift in Michigan City.

James C. Allen, night porter at Michigan City, was called to Memphis February 3 by the illness of his daughter. Abe Watson, extra porter, is taking Allen's place.

Mrs. Carroll Allen, wife of the Michigan City day porter, has gone to San Antonio, Texas, to attend the funeral of her grandfather.

Glen R. Sparrow, second trick ticket clerk at Gary, has been transferred to the second trick at Hammond; and B. L. Russel of Hammond has been transferred to Gary.

C. T. Jordan, extra agent, has been assigned to fill the vacant post of second trick agent at Hegewisch.

Esther Wilkins, day porter at Gary, has returned from Memphis, where he was called on account of the death of his mother.

Louis E. Kiefer, East Chicago agent, spent several days visiting relatives in Huntington, Indiana.

One sure sign of an early spring: George Blockno, Michigan City general offices janitor, is busy in his hot house preparing for his spring planting and making plans for beautifying the grounds.

George W. Culver, parking area attendant at Gary, has been off with influenza.

A. L. Kull, motorman, who has been ill for several weeks, is reported to be considerably improved.

New officers for the monthly safety meetings at Randolph street are chairman, Motorman A. Wattling, and secretary, Conductor T. Jaroch.

L. R. Nye, motorman, who has been off several months on account of an accident, is well on the road to recovery.

Conductor Harry Stein is back on a passenger run after being off for some time.

Conductor P. H. McCurdy, who took a 30 day leave of absence to visit in Ohio, has returned, looking much rested. He reports an enjoyable trip.

At a special meeting of members and families of the Brotherhood of Railway Trainmen, Conductor Frank Wear was presented with a 20-year button.

M. R. Lankford has been called to Mt. Vernon, Ill., on account of the death of his younger brother.

Collector Ray Berber has returned to work after being ill.

Friends of Brakeman William C. Ward are hoping he will soon recover from a heavy cold

(Continued on Page 3, Col. 1)

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

A family moved from the city to the suburbs, and were told they ought to get a watchdog to guard the premises at night. So they bought the largest dog that was for sale in the kennels of a near-by dealer.

Shortly afterwards the house was entered by burglars, who made a good haul while the dog slept. The householder went to the dealer and told him about it.

"Well, what you need now," said the dealer, "is a little dog to wake up the big dog!"

! ! !

Her: "Joe has a glass eye."
She: "Did he tell you?"
Her: "Naw, it just came out in the conversation."

! ! !

He placed an arm around her waist,
And on her lips a kiss.
Then sighed, " 'Tis many a draught I've had,
But not from a mug like this."

! ! !

THE MEANEST MAN

First boy: "Your father must be a mean man—him a shoemaker and makin' you wear them old boots."

Second boy: "He's nothin' to your father—him a dentist, and your baby only got one tooth."

! ! !

Actor: "I insist on real food in the banquet scene."

Stage Manager: "Very well, then, you shall have real poisin in the death scene."

! ! !

UNWILLING PEDESTRIAN

"Are you really content to spend your whole life walking the country begging?" asked the old lady severely.

"No, lady, I ain't," answered the hobo. "Many's the time I wished I had a car."

! ! !

ONE GIRL TO ANOTHER

"Yes, it took him twelve lessons to teach me to swim."

"The cad! And he taught me in two!"

! ! !

TOUCHING!

Chaplain (to man in electric chair): "May I do anything for you?"

Prisoner: "Yes, hold my hand."

! ! !

Regular Army Instructor: "Have you had my horse shod as I ordered?"

Cadet Lieutenant: "My God! I thought you said shot!"

! ! !

Old Lady (Digging conductor in ribs with umbrella)—"Is that Terre Coupe, my good man?"

Conductor—"No, Ma'am, it's me."

! ! !

WELL MEANT

There was a young lady from Kent
Who said she knew what it meant
When men asked her to dine,
Gave her cocktails and wine—
Yes, she knew what it meant, but she went.

—W. U.

! ! !

"You want more money? Why my boy I worked three years for $11.00 a month right in this establishment and now I'm the owner of it."

"Well, you see what happened to your boss. No man who treats his help that way can hang on to his business."

! ! !

CAUTIOUS

"Don't you love driving on a moonlight night like this?"

"Yea, but I thought I'd wait till we got further out in the country."

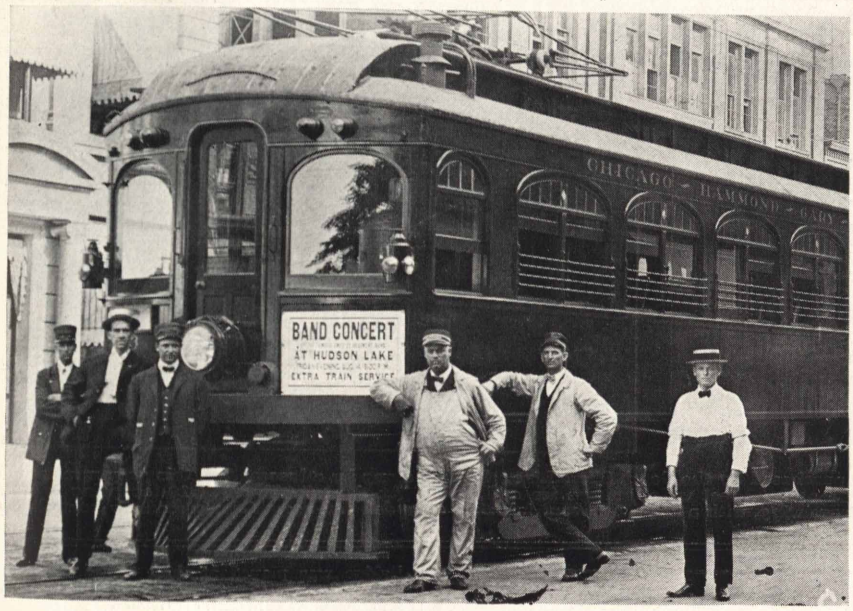
! ! !

A farmer received a crate containing some fowls. He wrote to the sender, informing him that the crate was so badly made that it had come to pieces when he was taking the hens home with him and they had all escaped, and, after much searching, he had only succeeded in finding eleven of them. In due course he received the following reply:

"You were lucky to find eleven hens, because I only sent you six."

ALONG THE SOUTH SHORE LINE

Big Band Concert Tonight!



A band concert at Hudson Lake meant extra service from South Bend back in July 1908 as the car front poster shows. This photo, preserved on a souvenir postcard, was snapped at the South Bend station on Main street, between Colfax and Washington. From left to right are: William Hughes, collector, and now an East Chicago detective; unidentified; Peter Dreibelbis, conductor; John Quinn, motorman, and father of Motorman B. O. Quinn; Dock Cromley, who was a motorman on the old Indiana Harbor cars; and John Moore, South Bend ticket agent.

(Continued from Page 2, Col. 2)

and threatened pneumonia from which he is suffering.

John A. Pelgrim, collector, visited in Niles, Mich., last week.

W. A. Chestnut, South Shore Line collector, is expected to return from his leave of absence about March 1.

A. C. Correll, Aetna crossing flagman, who sustained a minor injury several days ago, is expected back on the job within a few days.

John Cable, leverman at Shearson, is on leave. His place is being taken by William Bean, extra flagman.

Conductor Morge Sheeler, who has been in Tyrone, N. M., for his health, is much improved and has gained 14 pounds.

Note to members of the Transportation Department: If you know of any items for the Pantagraph send them to your correspondent, C. G. Scuffham.

Traffic Department

C. L. Binger
Correspondent

The Advance College of Traffic will be host to friends or employers of students at their annual banquet to be held at Morrison Hotel, February 7, 1931, at which time diplomas will be handed those who have successfully completed the training. Among the members of this class are several South Shore Line employes: R. O. McIntosh, traffic department: L. H. Provis, W. Bridewell, Kensington freight office; Chas. Keif and S. Jackna, Hegewisch freight office. Our congratulations to these men.

Les Hodgetts says, "All's well at the Hodgetts' domicile." Dio Gratia.

Bill Pendleton spent a few days in Minneapolis recently. He seems to have had a pleasant time, and was able to tell Eleanor Fowler all the news of her home town. Eleanor says Minnesota is a wonderful state, but she was a little over enthusiastic about their football team.

Maintenance

W. M. Lloyd
Correspondent

The pre-Spring weather of the last few days has proven disastrous to some of the department members. Chief among these is John Kelly. Reports had it that John had imbibed too freely of cream puffs but we think he has a touch of the Flu.

Jack Weber's young son Charles, Jr., was confined to the hospital for a few days but has recovered and is again keeping his mother on the jump, getting into everything around the house.

Carl Rothfuchs of the bridge and building department was bitten by the Flu bug and is a very sick man at present but we feel sure that by the time the "Pantagraph" goes to press will be back on the job again.

Ernie Fischer, our carpenter foreman, was also a victim of the popular malady but is back on the job again. Ernie says it is tough while it lasts but it don't last long.

Mrs. McKinley attended a pajama party honoring Esther Peters and Lila Thompson in celebration of their birthdays and came home with the first prize. Our Clara must be a mean bridge player as this first prize racket seems to be becoming a habit with her.

Al Keeler is acting section foreman at Hegewisch the last week in January. The section foremen are all taking their week's vacation and Julius Macedo is the first on the list. Julius will spend part of his vacation in Milwaukee.

Al Boller may look peculiar to you these days and there is a reason. If you will look closely between the nose and the upper lip you will notice an embryo mustache. It was very hard to tell at first just what it was but Al has been given a lot of advice and has been applying some sort of black substance to the fungi that causes it to stand out more prominently. Keep up the good work Al. Only time will tell if it will be a success or not.

John Kelly recently journeyed to Akron, Ohio, where he inspected the mammoth hangar recently completed by the Goodyear company. It is in this hanger that the world's largest rigid airship is being built.

The new freight house at the old South Bend Chilled Plow Works was opened formerly on January 24 and is indeed a transformation from the wrecked buildings that were on the ground two months ago. This was one of the department's big jobs for the past year. The old buildings were entirely rebuilt, three freight loading tracks installed and roomy offices constructed for the freight and traffic department. Further improvement to the remaining buildings will be made at some later date.

Motor Coach Division

Evelyn Kill
Correspondent

Pauline Canfield went to Chicago on her day off last week and took in the automobile show.

Glenn Wade drove a special bus for Col. James and party to the Ogden Dunes ski meet January 25.

We extend our sympathy to Charlotte Micheal on the death of her father, who was killed when hit by an auto while crossing state route No. 31.

A. J. Krueger, who was off sick for a few days the first part of the month, is back on the job.

Anna Conklin visited in South Bend January 22.

Lucille Richey spent January 24 in Kalamazoo, and has decided she likes Benton Harbor best.

F. A. Johnson is different, he takes his vacation in the winter. He spent his five day no-accident vacation the first part of January visiting friends and relatives in neighboring cities.

William Lyons, who formerly lived in Benton Harbor, has his family all settled in their cozy new home on East 11th Street, Michigan City.

Glenn Wade is another who did his spring moving early. He is now living at 223 E. Barker street, Michigan City.

Mr. and Mrs. A. F. Tomsheck were among the spectators at the Ogden Dunes ski meet.

Mr. and Mrs. Bill Wilson and friends spent a day in Chicago recently. Some of the interesting things they did were to see the Hockey game between the Blackhawks and Les Canadiens, and the musical comedy "Three Little Girls."

Signals

Evelyn Behler
Correspondent

Louis TenVoorde, better known as "Unc," was absent from work for a few days on account of the flu.

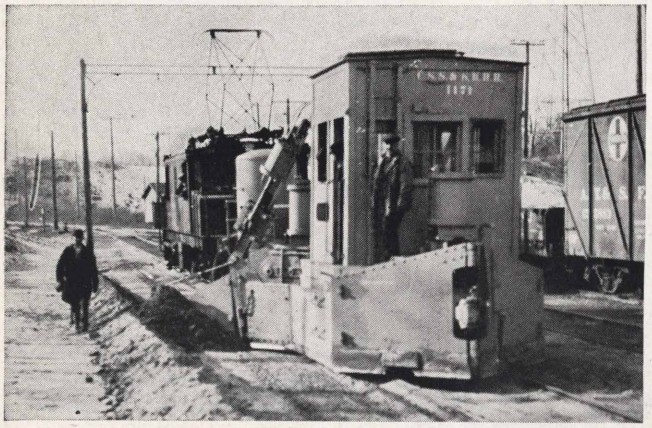
Jack Meisel, former signalman for the South Shore, dropped in to see us the other day. He is now employed by the Union Switch and Signal Company and is working in Ohio.

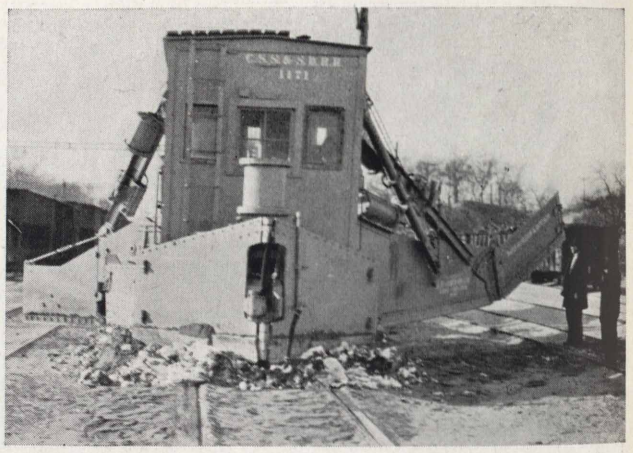
W. F. Auch has assumed his new duties as signal maintainer at Tremont, Indiana.

Mr. TenVoorde attended his brother's funeral at St. Joe, Missouri, January 28.

ALONG THE SOUTH SHORE LINE

53-Ton Monster to be Used for Maintenance and Snow Fighting





This is the 53-Ton Jordan Spreader recently purchased by the South Shore Line. Pushed along by a locomotive, this gray monster will dig ditches, level banks, spread ballast and clear a path 32 feet wide through ice and snow. At the left the small 10-foot wing is being used for grading the road bed. To the right the large wing, with a 22-foot sweep, is being extended for use. Compressed air controls the wings and plows.

South Bend Terminal

C. W. Veach
Correspondent

Ruth Hutton, relief girl for the South Shore concessions was called to fill the place of Mary Bellah at South Bend, on account of Mary being ill.

The freight traffic offices formerly located on second floor of the South Bend passenger station has moved into its new office, located in the new freight terminal at 1600 W. Washington Ave. Frank Steffaniak and E. N. Kaser have been busy polishing the furniture and hanging pictures in connection with their general routine of work.

A. W. Oberfell made a business trip to Detroit and Kalamazoo, Mich., the last week in January.

Jim Heath of the operating department, was in South Bend, Friday and Saturday, January 30 and 31, on account of a number of Notre Dame and St. Mary's students going home to spend the week end.

L. C. Bennett is a regular customer of the unemployed apple salesmen in South Bend and believes in the saying "An apple a day keeps the doctor away."

Gary Offices

C. C. Towle
Correspondent

Statistician W. A. Pipher recently made a tour of various mid-western street railway systems acquiring data on rate-structures.

Assistant Claims Attorney J. A. Sweeney has been visiting Indianapolis in the interests of the company. During Mr. Sweeney's absence your scribe has been occupying his office.

At its annual meeting, last month, the Public Service Club, organization of Gary Railways employes, elected this correspondent to the first vice-presidency and re-elected Miss Ann Ihnat, Gary switchboard operator during her spare moments, to the office of secretary.

Edward McCreadie of the Industrial Relations Department and his wife have been confined to their home as a result of the pernicious activities of the influenza germ. We all miss "Mac's" happy smile and hope that he will be able to be with us again soon.

Accounting

Mabel Farber
Correspondent

By a strange coincidence, the same day that thousands were at Ogden Dunes for the annual ski meet, Jim Haller and Doc Gilmore were out playing their first game of golf for the season.

Coasters who turned hikers: Gertrude Barnett and Lea Hennard

This must have been the same day that Gertrude Barnett and Lea Hennard planned a big coasting party. The snow all disappeared and so the coasting party turned into a hike.

George Blockno is quite handy when it comes to spraying his flowers. But he had a rather sheepish look on his face when he went around the office the other day spraying the flu germs.

Dorothy Sprencil, Lea Hennard and Erna Rudolph were absent from Mr. Hansen's department for a few days. They spent the time at home in bed attempting to cure bad colds.

Messrs. Bantz, Flory and Connelly also were away from the office for several days on account of severe colds.

Mr. Harbaugh had an infection in one of his feet and almost before he knew it blood poisoning set in. But he got it just in time and with careful treatment he soon recovered and is now back on the job.

Lila Thompson left the company's employ January 10. The girls in the office presented her with a kitchen clock and a pair of silk hose.

Grant Stein, formerly of the car accounting department, has gone to Indianapolis to complete a course in embalming.

Mr. Flory was absent from the office February 2 on account of the funeral of his nephew.

Ray Hotchkiss spent a week visiting the Indiana Railroad properties in downstate Indiana.

Esther Peters and Lila Thompson had birthdays in January. They entertained a number of their friends in costume at Lila's house. Bridge was played at three tables and prizes were won by Clara McKinley, Mabel Farber and Alta Waybright. Delicious refreshments were served and the party was declared a grand success.

Mabel Farber spent Saturday and Sunday with her mother-in-law who is very ill in Mansfield, Ohio.

Mr. Connell is in Indianapolis for a couple of days.

Prevention of Colds

1. Avoid temperatures of over 70 degrees in your working and dwelling rooms. See that the humidity is between 40 and 60.
2. Avoid overeating. Include plenty of milk, orange juice, leafy vegetables, eggs and salads in your diet throughout the winter.
3. See that you get the proper amount of rest and sleep every day.
4. Avoid persons who cough and sneeze..
5. Drink at least six glasses of water daily besides what liquids you use at your meals.
6. See that both kidneys and bowels are working well each day.
7. Accustom your skin to changes of temperature by dressing according to the weather, and by taking cool shower baths every morning, if you can arrange it.
8. If possible, arrange to get artificial sunshine through ultra-violet ray exposure, during the winter.
9. If you find your throat sore or your nose running, take a teaspoonful of baking soda in a glass of water three times a day, and add more milk and oranges to your diet.
10. Wash your hands with soap and hot water before each meal and keep the fingers away from mouth and nose.

Order 15 Trolley Buses

Contracts for 15 new trolley buses have just been awarded by the Chicago Surface Lines, according to an announcement from Westinghouse Electric and Manufacturing Company. There are now 74 of these vehicles in operation in Chicago, many of them having been shipped via the South Shore Line. In transit they are mounted on flat cars and their bright red color and odd appearance excite considerable comment.

Sells Short Story

A short story, "Sire-e-en!" by D. C. Schnabel, assistant publicity director of the South Shore Line, former editor of the Pantagraph and now in the Chicago offices of the company, appeared in the February 4 issue of the Chicago Daily News' "Midweek" magazine. This is the first fiction he has sold.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 MARCH, 1931 No. 3

FERRY TRUCK SERVICE STARTED

SOUTH SHORE SPENDS $1,321,114 IN 1930 ON CONSTRUCTION WORK

Annual Report, Issued Feb. 26, Recounts Successful Twelve Months

The Chicago South Shore and South Bend Railroad during 1930 made many additions to its facilities and effected improvements in service, according to the annual report of the company issued on February 26.

A total of $1,321,114.51 was spent in a construction program which included erection of a modern car shop building, extensive relaying of rail and development of a large new freight terminal. Additions were made to the rolling stock. Improvements in service included reduced running time and inauguration of direct interconnecting motor coach service.

Operating revenue of the South Shore Line in 1930 totaled $3,556,706.67, compared with $3,691,578.01 in 1929, a decrease of 3.65 per cent. Net income after deducting operating expenses, taxes, interest on funded debt and other charges was $306,740.38.

Freight Revenue Increases

Passenger revenue in 1930 aggregated $1,856,825.45, compared with $2,026,664.71 in 1929, a decrease of 8.38 per cent. Freight revenue for the year was $1,604,402.73, compared with $1,560,940.61 in 1929, an increase of 2.78 per cent.

(*Continued on Page 3, Col. 1*)

WRITES TO COMMEND RITCHIE AND McNULTY

Conductor J. M. Ritchie and Ticket Agent Thomas McNulty are commended in a letter received by the management from Elizabeth Bevington, 3608 Harding Road, Nashville, Tennessee. It follows:

"I wish to call to your attention a bit of kindness and courtesy which I received from a Mr. McNulty in the station at South Bend and a Mr. Ritchie, conductor on one of your trains which leaves South Bend for Chicago at eight o'clock.

"There was danger of my missing the Dixie Flyer out of Chicago and due to their interest I made the connection.

"Theirs was the most striking courtesy I have ever received from any railroad and I would be pleased if you would recognize their efforts by writing a short note to them, because such human interest is rare and should be encouraged."

Followers Observe Golden Anniversary of Samuel Insull's Arrival in America

The fiftieth anniversary of Mr. Samuel Insull's arrival in America—February 28, 1931—was made the occasion of a testimonial dinner given him at the Palmer House in Chicago, by the executives of the utility organizations which operate under his leadership. Nearly 700 of these executives were present, sixteen of whom were women. From San Francisco to London, from Texas to Canada (twenty-eight states and two foreign nations), came the members of this official family to join in expressing the loyalty and respect they hold for their "chief", and to commemorate the significance of his half century of achievement in this country.

Today the Insull group of public utility properties, in comparison with other similar groups in the United States, ranks first in capitalization, plant investment, gross revenue, population of territory served, and customers served. Fifty years ago many of the services these companies offer were unknown; few had developed beyond experimental curiosities or expensive luxuries. Now they are regarded as necessities.

Few men have contributed so much to this march of progress as Mr. Insull, and it was the purpose of this testimonial gathering to recall some of the outstanding examples of his pioneering spirit in the development and administration of these properties devoted to the public service.

John F. Gilchrist Presides

Vice-President John F. Gilchrist of the Commonwealth Edison Company, as the oldest "Edison" man in point of service with an Edison organization in Chicago, acted as master of ceremonies. At the speakers' table were thirty-three directors of Insull companies, not including any directors who are also officers.

So far as human ingenuity made it possible, the setting of the Grand Ball-

(*Continued on Page 2, Col. 1*)

PANTAGRAPH DINNER PLANNED FOR APRIL

Plans are being made for this year's Pantagraph dinner which will be held during April. Full details will be announced in the next issue. This is an annual affair attended by all who write for the employe magazine. Last year's dinner was held at the Spaulding Hotel in Michigan City.

FREIGHT IS HANDLED FROM DOOR TO DOOR BY TRACTOR AND RAIL

Customers in Chicago and South Bend Get Deliveries Overnight

The Chicago South Shore and South Bend Railroad announced the introduction on February 16 of what is known as ferry truck service for carload and less than carload freight between Chicago and Clearing, Ill., on the west, and South Bend, Mishawaka and Notre Dame, Ind., on the east.

Ferry trucks are tractor-drawn trailers. Under the new arrangement they will be placed at the consignor's plant for loading during the day. When loaded the trailers will be picked up by the railroad company, hauled to the terminal freight station of the South Shore Line and placed on specially built flat cars for transit to the other terminal, where they will be delivered to the consignee the following morning. The Chicago freight terminal of the South Shore Line at Kensington, 115th street, and the South Bend terminal is at 1600 West Washington street.

New Rates Announced

With this service, new rates scaled according to a basis of minimum weight per truck load were put in effect. Development of ferry truck transportation by the South Shore Line has been made possible largely by the opening on January 26 of the railroad's new freight terminal in South Bend. The terminal occupies a site of 13 acres one mile west of the main business district of the city, and includes six former factory buildings. Parts of two of these buildings have been remodeled for use as inbound and outbound freight houses and are served by double and triple tracks, and a portion of a third building houses the local offices of the freight and traffic departments. The remaining buildings are to be developed for industrial and warehousing purposes. Because of their location in the rapidly growing South Bend manufacturing district and the advantageous switching facilities offered by the railroad, they make splendid sites for industrial tenants. A team track of 40-car capacity also has been provided. The old freight house on La Salle street in South Bend has been closed.

Ferry trucks are ordered from the Kensington freight station or the South Bend freight traffic department.

The following rates for the ferry

(*Continued on Page 3, Col. 2*)

EXECUTIVES OBSERVE GOLDEN ANNIVERSARY

(*Continued from Page* 1, *Col.* 2)

room of the Palmer House was adapted to the spirit of the occasion. Twenty-eight tables carried lighted models of the states in which the Insull companies provide some form of utility service or maintain offices. At two other tables a British and a Canadian flag symbolized operations in these countries, and two large American flags were mounted at the speakers' table.

Golden domes, lighted from within, decorated each table, and were removed later in the evening and the meeting was conducted for a time with the feeble illumination of replicas of the original Edison lamp. Spotlights, dimmers and flashers were used in varied lighting effects, suited to the mood and action of the moment.

Plaques Record Achievements

Typical achievements of Mr. Insull's half century of life in America were grouped into periods of one decade each, and were presented at suitable intervals on large lettered plaques, mounted on three attractively decorated booths at the balcony level. From the simple notation "Decided to Come to America" for the decade of 1880-1890, these plaques carried through a brief-sentence outline of Mr. Insull's major accomplishments up to the present time. With each change of "scene" the orchestra played a popular musical number of the period.

On the stroke of 9 o'clock the voice of Thomas A. Edison, speaking from Fort Myers, Florida, brought a greeting to the assembly and a friendly word of congratulation to the guest of honor, his close friend who had been his secretary and personal representative. Scores of congratulatory messages were received from friends and business associates from all parts of the United States and various foreign countries.

Mr. John F. Gilchrist, master of ceremonies, at the conclusion of his introductory remarks, introduced Mr. Samuel Insull, Jr., who, after a brief address, presented his father.

Speaks of Early Work

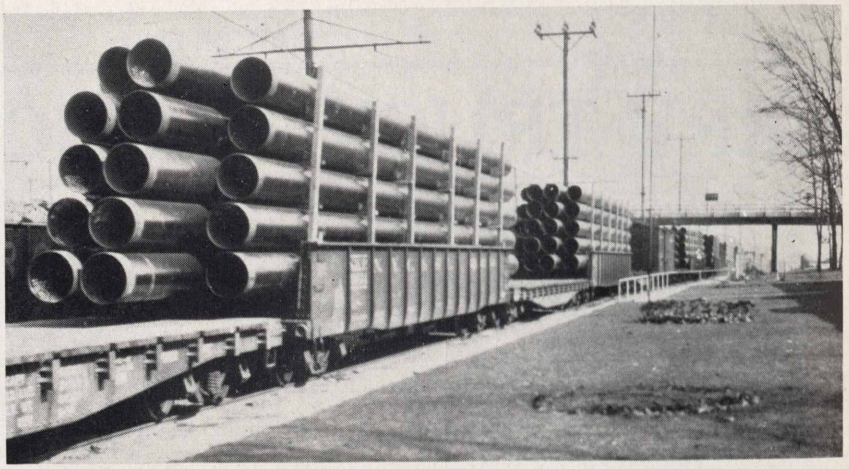
Mr. Samuel Insull's speech was entirely personal, dealing with incidents of his work in America which were interesting to his official family.

As a permanent reminder of the anniversary event Mr. Insull was presented with a beautifully executed testimonial scroll, on which were engrossed the names of his associates who attended the dinner. Each guest received as a highly prized souvenir a booklet containing reproductions of steel engravings of two pictures of Mr. Insull, one made on his arrival in America, the other within the last few weeks.

In addition to the large group of officials who are located in Chicago, the list of out-of-town executives included the following: Robert M. Feustel of Fort Wayne, Indiana, executive vice-president of Midland United Company, and president of the South Shore Line; Morse DellPlain of Hammond, Indiana, president of Northern Indiana Public Service Company; E. D. Alexander of Dixon, Illinois, president of Illinois Northern Utilities Company; C. W. Amidon of Lawrence, Kansas, president of The Kansas Electric Power Company; Price Campbell of Abilene, Texas, president of West Texas Utilities Company; J. Paul Clayton of Springfield, Illinois, vice-president of Central Illinois Public Service Company; T. R. Crumley of Asbury Park, New Jersey, president of Jersey Central Power and Light Company; Horace J. Elliott of San Francisco, California, manager of Utility Securities Company; L. B. Herrington of Louisville, Kentucky, president of Kentucky Utilities Company.

A. W. Higgins of Alexandria, Virginia, president of Seaboard Public Service Company; Fred W. Insull of Tulsa, Oklahoma, president of Public Service Company of Oklahoma; James C. Kennedy of Dallas, Texas, president of Central and South West Utilities Company; E. Ogden Ketting of London, England, deputy chairman of Insull Son & Co., Ltd.; A. Lieberman of Shreveport, Louisiana, president of Southwestern Gas & Electric Company; G. C. Neff of Madison, Wisconsin, vice-president of Wisconsin Power and Light Company; E. B. Neiswanger of San Antonio, Texas, president of Central Power and Light Company; T. T. Parker of Omaha, Nebraska, president of Northwestern Public Service Company; Harry Reid of New York, president of National Electric Power Company; Gen. James A. Ryan of New York, vice-president of Utility Securities Corporation; J. H. Shearer of Altoona, Pennsylvania, president of Penn Central Light and Power Company; A. J. Thomas of Montreal, Canada, vice-president of Middle West Utilities Company of Canada, Ltd., and W. S. Wyman of Augusta, Maine, president of New England Public Service Company.

Pipe to Be Used for Natural Gas Lines



All the pipe that has been passing through on South Shore Line freight trains these days is bound for Iowa where it will be used by the Continental Construction Company in one of the big pipeline systems now being put in to carry natural gas from the southern fields. One of these lines will soon connect with Indiana's super-fuel system which is largely owned by subsidiaries of the Midland United Company.

HOW TO FAIL

Be afraid.
Complain.
Exaggerate.
Be sarcastic.
Be a glutton.
Be conceited.
Scorn advice.
Procrastinate.
Be indifferent.
Praise no one.
Be a pessimist.
Repeat rumors.
Ridicule others.
Break promises.
Refuse to learn.
Travel the ruts.
Keep late hours.
Neglect your health.
Evade responsibility.
Be a chronic grouch.
Work without a plan.
Always have an excuse.
Do as little as possible.
Be a chronic borrower.
Think that you will fail.
Give your temper full play.
Spend more than you make.
Blame your errors on others.

PLAN ANNUAL TWIN CITY BLOSSOM FETE

Extensive plans are being made in St. Joseph and Benton Harbor for the annual Blossom Festival held in those cities each spring. Last season the pageant and festival brought an estimated 75,000 persons to Michigan's twin cities. A queen, selected from representatives of more than a score of Michigan communities, presides over the exercises which are held just at the time the numerous fruit orchards of this part of the country begin to blossom.

SOUTH SHORE SPENDS $1,321,114 IN 1930

(Continued from Page 1, Col. 1)

Revenue passengers carried last year totaled 2,991,236 compared with 3,216,424 carried in 1929, a decrease of seven per cent. Total freight handled in 1930 amounted to 2,859,538 net tons, compared with 2,597,485 net tons in 1929, an increase of 10.09 per cent.

The new car shop of the company was built in Michigan City. This building is equipped with modern facilities for overhauling cars and locomotives, the report stated. The old car shop is being converted into an inspection shop.

The track relaying program carried on by the company during the year was an extensive one, 24 miles of 100 pound rail being laid on main track and sidings to replace lighter rail between Michigan City and South Bend and in Hammond and South Bend. Three and one-half miles of track were laid in Chicago Avenue in East Chicago.

Buy New Locomotives

Four new eighty-ton locomotives were placed in service on the South Shore Line during the year, bringing the total number of locomotives of this type up to twelve, in addition to two 50-ton locomotives used for switching.

Development of the new freight terminal was begun by the South Shore Line in October at South Bend. It was put in operation early this year. Included in this development are six former factory buildings on a site which covers thirteen acres approximately one mile west of the main business district of South Bend. Parts of two buildings were remodeled for use as inbound and outbound freight houses. Offices for the traffic and local freight departments were established in a portion of another building. Remaining space in the building is to be remodeled for industrial and warehouse purposes.

Improvements made in service during the year included the reduction of seven minutes in the running time of the Fort Dearborn Limited which operates westbound daily from South Bend to Chicago. In April the running time of this train was cut from two hours to one hour and fifty-seven minutes and in December the time was cut to one hour and fifty-three minutes. This is the train which in 1929 and again in 1930 won for the South Shore Line the Electric Traction Speed Trophy, establishing the Line as the fastest electric interurban railway in the United States and Canada. The Fort Dearborn averaged 45.6 miles an hour including seven stops to win the Trophy in 1930.

The company, on July 1, acquired complete control of the Shore Line Motor Coach Company, a Michigan corporation, in which it formerly had held a half interest. The name of the motor coach company was changed to the Chicago South Shore and South Bend Railroad, a Michigan corporation. Operation of through motor coach service between Benton Harbor and St. Joseph, Michigan, and Chicago was discontinued and service maintained only between Benton Harbor and Michigan City, direct connections being made by the motor coaches with South Shore Line trains at the Michigan City passenger station.

The Chicago South Shore and South Bend Railroad was organized in June, 1925, and on July 14 of that year bought the properties of the Chicago Lake Shore and South Bend Railway Company at a foreclosure sale. A complete rehabilitation of the properties was undertaken at once and has been carried on ever since. Up to the end of 1930 the company had spent $9,784,520.79 on this program, which has resulted in large increases in both passenger and freight business.

Operating revenue in 1930 was 236.54 per cent greater than in 1926. Passenger revenue shows an increase of 147.40 per cent over the five year period and freight revenue has increased 543.98 per cent.

Not In Contest

Jack Weber, who can't compete in the Snapshot Contest announced in this issue of the Pantagraph because he is a professional and because he is Photograph Editor, demonstrates his skill with the camera in this picture of his daughter, Marilyn Jeanne, 6-year-old Hammond lass.

RAILROAD STARTS FERRY TRUCK SERVICE

(Continued from Page 1, Col. 3)

truck service, including pick-up and delivery, have been announced:

40c per cwt. minimum weight
6000 lbs. per truck

30c per cwt. minimum weight
10000 lbs. per truck

25c per cwt. minimum weight
15000 lbs. per truck

20c per cwt. minimum weight
20000 lbs. per truck

15c per cwt. minimum weight
20000 lbs. per truck

(The 15 cent rate applies only when either pick-up or delivery—not both—service is required.)

SNAPSHOT CONTEST IS NOW ON; ALL EMPLOYES AND FAMILIES ELIGIBLE

By the Photograph Editor

With Spring just around the corner, and the wanderlust in the blood, let's register sights, scenes with snapshots.

Oh Boy! how often have we tramped through the Dunes and admired a certain shady spot, a masterpiece of the works of Mother Nature, and how can we preserve such memories? Well, only by photographs. The baby sitting on the lawn in a playful mood; brother or sister out in the lake bathing; mother and dad out for a ride in their family limousine, are all interesting.

How about those fish you are going to catch this summer, and the shady spot along the lake or river where you pitch your camp? You know the old saying when it comes to telling fish stories. Well, a snapshot is good proof.

And your vacation trip. A snapshot or two will always recall memories of a pleasant trip.

Outings Furnish Opportunities

We are interested in the pleasures you have, we want to know when you went fishing, and where, how and the number you caught, where you went on your vacation, and the sights you saw. Don't keep all the good things for yourself, let's see some of your snapshots and we will enjoy with you the fun and recreation you have had.

Now here is how this contest will be conducted. Every employe and his or her family of the C. S. S. & S. B. R. R. including the Motor Coach division, is eligible. The snapshot must be taken by an amateur, not necessarily an employe, and must pertain to the South Shore Line or a South Shore Line employe. Scenes as well as pictures of persons may be submitted. Photos snapped along the railroad or in the country or towns nearby are acceptable. Pictures of outings, picnics, golf games, children, babies, and a variety of other persons and events should suggest themselves.

Gives Instructions

In submitting your snapshot write plainly on the back—name of amateur photographer, the employe and the department where employed, the person or persons appearing on the snapshot, where it was taken and the occasion. Composition of the snapshot, clearness and the expression of the subjects on the snapshot will count in judging. The judges' decision will be final.

Snapshots, for entry in the April contest should be in the Pantagraph office at Michigan City by March 20. For entry in the May contest, they should be in the Pantagraph office by April 20. Winning photos and the names of those submitting them will be published each month in the Pantagraph.

CARD OF THANKS

Mr. Al Timm and family wish to take this means of thanking their many friends in the accounting department for the sympathy shown them at the death of Mr. Timm's father.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
General Offices, Michigan City, Ind.

GILBERT McCLELLAND ..... **Editor**

Vol. V **MARCH, 1931** **No. 3**

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The PANTAGRAPH** ***by mail at home.*** 325

State Regulation in Indiana

Following is another of the series of advertisements published in Indiana newspapers by the Midland United Company discussing the economics of the public utility business and the advantages of holding company control. Employes who would enjoy reading the entire series of nine may procure them in booklet form by application at the Pantagraph office.

"Under the system of state regulation in effect in Indiana both the customers of public utility companies and the investors in utility securities are benefited. A public utility company must obtain authority from the Public Service Commission of Indiana before it can issue and sell securities. To secure this authorization the company must submit a statement showing in detail what the money to be derived from the sale of securities is to be used for. This statement and the actual work of construction is subject at all times to check by the commission's staff of engineers.

"Regulation in this way prevents over-capitalization of an operating company and prevents abuses that might result from what is generally termed watered stock." The question is sometimes raised as to how inflation in the capital account of a company can be prevented if public utility bonds are allowed to be sold at a discount, that is, for a sum less than their face value. The answer is that the amount of discount is amortized over the life of the bond. In this way the annual charge set aside out of the earnings each year to equalize the discount is included in the cost of hiring borrowed capital. In most instances a company can make a substantial saving in the total cost of borrowed capital by selling its bonds at a discount with lower interest requirements rather than by insisting on an amount equivalent to the par value of the bond at a necessarily much higher rate of interest.

"Issuance of securities has nothing to do with the rates charged for service to customers. Rates for service are based on a reasonable return on a fair valuation of the property. Rates must be sufficient, however, to provide enough net earnings to attract the necessary new capital needed by the utility company for expansion in facilities to meet the demands for service. A utility company has no other source of revenue except what it receives from its customers for the service it renders them. All operating expenses, maintenance, taxes, and interest on funded debt must be paid out of the money received from this source. And a balance should be available to provide for renewals of plant equipment and to pay dividends to stockholders, who are also entitled to a fair return upon their investment. Every demand by the public for service which will not support itself and every unjustifiable attack upon a public utility which results in increased expense means that the public, which is the utility's sole source of revenue, must pay these expenses indirectly."

Utilities and Progress

The American people have learned to live better than any other in the world. They have learned the value of luxury without throwing over thrift. While this country's population has increased but 40 per cent in 25 years, electric railway business has increased 170 per cent. Gas usage has increased 200 per cent, telephone 1000 per cent and electric light and power 2000 per cent. There is nothing remarkable in more people using more. There is something remarkable when a population increase of less than half will effect an increase in the use of commodities of from 200 to 2000 per cent.

It means we have developed a new standard of living, a new set of values. We have demanded the best; by working, we have deserved and earned it.

It is remarkable that much of the improvement that we label "civilization" has come about through the activities of public utilities. Electric light, power and gas companies literally supply the raw material for the manufacture of progress.

We can imagine no greater business calamity than the operation of utility services by governmental agencies. We verily believe that the industrial supremacy of the United States would end with that change.—Manufacturers' News.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

LATEST STEPS

Marjorie (at dance): I can't understand why you stayed out so long with such a splendid dancer as Jack.

Betty: He showed me some new steps—and we sat on them.

! ! !

NO, SAH!

Tourist (after taking deep breath on car platform): "Isn't this air exhilarating?"
Porter: "No, sah. This air Jacksonville."
—M. A.

! ! !

"Hey boy, where have you been? I haven't seen you for thirty days."
"Ain't nobody seen me for thirty days."
"What you been doin'?"
"Thirty days."

! ! !

Did you hear about the Scotchman who carried his wife's false teeth around in his pocket to keep her from eating between meals?

! ! !

Doctor: Madam, in order to reduce I would advise that you take a tramp in the woods.
Lady: All right, Doctor, but suppose the tramp refuses?—M. N.

! ! !

Coroner: "What were your husband's last words, madam?"
Widow: "He said, 'I don't see how they can make much profit on this stuff at a dollar and a half a quart."

! ! !

Little Willie: "Mom, you said the baby has your eyes and daddy's nose, didn't you?"
Mother: "Yes, darling."
Willie: "Well, you'd better watch him, he has grandpa's teeth, now."

! ! !

HONOR BRIGHT

"How nice it must be to work beside so many cakes!" exclaimed the benevolent gentleman to the little boy in the confectioner's shop. "But don't you ever feel you would like to eat some of them?"
"O, no, sir," was the reply. "That would be stealing—but I just gives 'em a lick now and then."

! ! !

FROM THERE TO HERE

Florida Tourist: I suppose you were born and raised here?
Florida Villager: No, suh. I was raised in the nawth, suh.
Tourist: You don't say. What part of the north?
Villager: Alabama, suh.

! ! !

A white man walked up to one of the outfielders during a baseball game between two colored teams, and asked the score. "Ninety-foh to nuttin," said the perspiring player, as he jumped for a high one and missed it. "Getting beat badly, aren't you?" remarked the questioner. "No sah, no sah, we ain't getting beat. We ain't been up to bat yet!" replied the dusky Babe Ruth.

! ! !

Biology Professor: "And where do all the little bugs go in winter?"
Dumb Stude: "Search me."

! ! !

A native station master on an East Indian railway had orders not to do anything without authority from the superintendent, which accounts for the following message:
"Superintendent's office, Calcutta: Tiger on platform eating conductor. Wire instructions."

! ! !

"Dad, who was Shylock?"
"Goodness, boy! You attend the finest school in this town and don't know who Shylock was! Son, you go and read your Bible!"

! ! !

NEITHER OF THEM

"As I was going over the bridge the other day," said an Irishman, "I met Patsy O'Brien. 'O'Brien,' I says, 'how are you?' 'Pretty well, thank you, Brady,' says he. 'Brady?' says I; 'that's not my name.' 'Faith,' says he, 'and mine's not O'Brien!' With that we looked at each other, and sure enough it was naythur of us!"

NORTH SHORE LINE BOWLERS LOSE TO SOUTH SHORE TEAM

By W. M. Lloyd
Correspondent

Captain Jim Mallon's South Side bowling team defeated the North Shore Line team in their annual tournament at the Palace Bowling Alleys, Michigan City, Saturday afternoon, February 21. The score was 2487 to 2457.

Members of the visiting North Shore Line team were Gantor, Oglesby, Thomas, Hoppe and Brogan, all of Waukegan. They were accompanied by several rooters and the wives of several of the bowlers.

The victorious South Shore Line team was composed of Rank, Krueger, Boller, Timm, Samuels and Captain Mallon.

Visitors Take Second Game

The South Shore team took the first game with 824 pins against the visitors' 787. The North Shore team came back strong in the second game with 831 pins against 787 pins for the South Shore team.

The third game was a tough one but Samuels and Timm hit their stride and the South Shore Line rolled 944 against the visitors' 839, giving the South Shore a total of 2487 to the North Shore's 2457.

After the match all retired to Jasperson's Restaurant where a big feed was put on for the victors and vanquished.

Individual scores were as follows:

Rank	157	121	187—	465	155
Krueger .	194	160	161—	515	171⅔
Boller ...	153	129	188—	470	156⅔
Timm ...	165	148	201—	510	170
Samuels .	155	165	207—	527	175⅔
				2487	
Gantor ..	170	192	204—	566	185⅓
Oglesby .	143	167	167—	477	159
Thomas .	172	171	186—	529	176⅓
Hoppe ...	136	140	136—	412	137⅓
Brogan ..	166	161	146—	473	157⅔
				2457	

Transportation Notes

C. G. Scuffham
Correspondent

Brakeman Earl Drake, who has been away during the past year on sick leave, has returned to the road. He says he is feeling like his old self again. Needless to say, we are all glad to see him back with us.

Third Trick Dispatcher Harry Hanley was away from work the week of February 1 to 7 with a touch of influenza. Relief Dispatcher A. D. Penfold took Hanley's place during his illness.

Assistant Trainmaster Merle Anton is now a resident of Indiana, having established himself at Ogden Dunes, just off the Dunes Highway. When out driving and you run out of gas or want a lunch or anything else, just drop in on him for a visit.

A two day leave of absence was taken by Thomas McNulty, second trick ticket agent at South Bend, February 8 and 9.

G. R. Sparrow took a short vacation February 12 and 13 from his job as second trick ticket agent at Hammond. William Ritter, extra agent, relieved him.

Spring must be on the way for Ray Sanford, South Shore Line golf pro, threatened to get out his clubs and start playing several days ago. The fine weather we have been having probably caused him to go through with his threat, although we haven't heard any scores as yet.

Duncan Attends Funeral

Brakeman J. Duncan made a trip to Monon, Ind., February 17 to attend the funeral of a relative.

Bernard Russell, Gary ticket agent, spent February 21 and 22 on leave. He was relieved by Extra Agent William Ritter.

A. H. Kahl, relief agent, spent five days in the dispatcher's office during the first few days of March to permit Alvin Kambs to catch up on his relief days.

Picks Switch Engine

Conductor Otto Bartels has picked the switch engine at the shops. It seems unusual to see Otto in overalls after so long a time on passenger trains.

Ticket Agent Fred Cole of Hegewisch made a trip downstate March 1 to spend a day with his mother who has been ill.

Several changes at freight stations were made March 1. Charles Mason, freight agent at East Chicago, is now at Gary as chief clerk to Freight Agent E. A. Morgan. Walter Weber assumed a newly created clerical position at the same station.

Other Freight Changes

D. P. Ferner, freight agent at Hammond, has temporarily assumed the duties of warehouseman at Hammond.

L. H. Provis, Kensington freight agent, has been placed in charge of less than carload freight at both East Chicago and Hammond. Warehousemen at both these stations will be his assistants.

All carload business formerly handled at East Chicago in interchange with the I. H. B. R. R. is being taken care of by the force at the Gary freight station.

Several men were temporarily taken off the brakeman's board last week. Several of these men are being transferred to other departments until more men are needed on the brakeman's board again.

Lincoln's Birthday Catch

Motorman Ed Hedstrom, left, and Roy Wiseman, formerly of the Gary mechanical department, caught 35 pounds of pickerel and bass on February 12 at Bass Lake, Michigan. Then, to convince skeptics, they stopped in Olsen's Studio when they got back to Michigan City and had this photo taken. The big ones that didn't get away weighed four pounds.

Shops

A. C. Tews
Correspondent

Truckman James A. Alderson has added another award to those he has already won in boxing contests. He won the Golden Gloves contest, welterweight division, for this district, which entitles him to bouts in the finals, to be held in Chicago the early part of March.

Jimmy is a clever boxer, but he had an attack of flu which has thrown him out of condition slightly. He believes he can overcome this by the time the gong rings for the finals in Chicago, and win again.

Medal Awarded

Keith McAlpine, son of Neil McAlpine, armature room foreman in the mechanical department, has received a medal for the saving of a life. On July 18, 1930, McAlpine saved the life of Miss Lottie Kozlowski of Michigan City, resuscitating her from gas asphyxiation. The medal is of silver, enclosed in a leather case, and it will be accompanied by a certificate setting forth the merit and detail of the deed, of which he can justly be proud.

The medal is presented by the Midland Utilities Company. Young McAlpine is employed by the Northern Indiana Public Service Company.

Aviation Enthusiast

Otis Stafford, inspector at the shops, has devoted part of his spare time to aviation, having considerable "ground" experience as well as time in the air. He is very busy these days trying to organize and interest enough students to establish a club here. The Dayton School of Aviation is co-operating with

him in his efforts to procure a licensed Fairchild plane and pilot-instructor.

In forming a club the expense is only nominal and should be no barrier to any who have the desire to take up this subject, but have felt the cost prohibitive. Anyone desiring further information on the subject can address Otis Stafford, 306½ Tremont Street, Michigan City, Indiana.

General Offices

M. J. Naughton
Correspondent

March....coming in like a lion, let's hope it will go out like the proverbial lamb . . . . everywhere evidences of spring house cleaning . . . . children roller skating on the pavement . . . . women appearing in shining new straw hats . . . . golf bags taken out of their winter storage . . . . dandelions appearing in all their yellow glory . . . . pussy willows bursting into bloom . . . . the end of the holiday period until July Fourth if we except St. Patrick's day . . . . Spring is just around the corner.

Dispatchers Get Earfull

Have you heard the latest on the loud speaker installed in the dispatcher's office for the accommodation of the dispatchers? It seems during a lull in business some bright wit conceived the idea of hooking up the loud speaker with the switchboard unknown to the operator. Martha was on the phone in an animated conversation. They expected, manlike, to "get an ear-full." And this is what they heard: "Yes ma'am, we have a train to Chicago every hour. I know it is difficult to remember the "48"—but why don't you just think of it as my train will leave just 12 minutes before the hour—it's so much easier to remember that way I think. Oh, don't bother to thank me, I'm so glad to have been of service to you. No, I don't know what good shows are in Chicago this week, but if you will wait just a minute I will consult my reference book—now then, there is Fred Stone in Ripples at the Illinois theatre. No, ma'am I have not seen it, but I've heard it very highly recommended. Yes, they do have a dollar day in South Bend, and I have heard they have good bargains there. I'm sure you are quite welcome. Oh yes, we are supposed to give the public general information. It is now 10:34. I am sure you are quite welcome." And the joke was on the dispatchers—for our efficient operators are on the job, and when you see them holding lengthy conversations, just "tune in" if you can and I'm sure you will learn they are answering questions for the public. That's all.

Celebrate Feb. 22

Washington's birthday coming on Sunday, and celebrated on Monday, with the usual holiday made a delightful week-end vacation for the office workers. Wonder do you know how some of the South Shore office force spent the day? Here it is:

Mrs. Clara McKinley of the maintenance of way department spent the day at her home in Gary getting acquainted with her little daughter Georgiana, whom she took for a long stroll in the warm bright sunshine.

Martha Bartels spent the day preparing to move to the new apartment she will share with her parents on East Michigan Street.

Mitz Larsen and Esther Peters spent the afternoon shopping in Chicago, and in the evening joined a party of friends at dinner and afterwards saw the show "Cherries are Ripe." Esther pronounces it a good show, and also says she thought it was very appropriate for celebration of Washington's Birthday and the cherry sentiment attached to George.

Evelyn Behler and her mother drove to Kalamazoo and visited with friends from Saturday to Monday and report a very delightful trip, fine roads and everything that goes to make an ideal week-end.

John Kelley, the beau brummel of the maintenance of way department, spent his vacation down in Memphis. Took a "flier in cotton" as a good investment for his surplus earnings.

J. W. Mallon, assistant engineer of the maintenance of way department spent the three-day vacation remodeling his attic, making it into a dormitory for the three Mallon boys, James and the twins.

Wally Lloyd tells us that he spent the day turning the house upside down and moving things around to "change the atmosphere."

Holds Open House

Jake Stratton, Merle Anton's chief clerk, at the Randolph street terminal, kept open house and received the office girls as they dropped in on their way to and from Chicago.

C. P. Valleau, the Freight Claim Agent, had a wonderful time at home getting acquainted with his family for two whole days.

Jack Weber, draftsman, popular artist in planning programs and cards for the office girls' functions, spent the day in his "blue print room" at home, and has many fine pictures to show as the result of his labors on that day.

Little Margaret Mary Aldrich, the winsome dark-eyed four year old daughter of Merle Aldrich, Electrical Engineer, made her debut on February 24 at the Sinai Temple in her clever recitation entitled a "New Dress." The little lady tells us that she loves elocution and likes to "learn pieces."

Plays in Chicago

Robert Ferner, the twelve year old son of Chief Dispatcher Earl Ferner, who have lately moved to Michigan City after several years' residence in Chicago, spends his Saturdays with his playmates in Chicago—says six days a week are enough to give up to the new crowd in Michigan City—but when Saturday comes Bobby hikes Chicagoward to be with the old gang.

Marshall Kambs, afternoon ticket agent at Michigan City, puts in his time during his leisure hours at the Michigan City Business College where he is taking a business course."

John Sack and Norman Zeese form a congenial twosome these bright days driving to and from work. John says a fellow just cannot get all the girls he would like in a "coup," and so in order to offend none of them, he prefers to drive with Norman, who is his understudy.

Plays Violin Solo

Ludwig Lischer, the son of one of the shop employes, is rapidly forging to the front as a violinist. On Washington's birthday he played a solo at

Basketball Team Rides the South Shore

Wilbur Dabbert, 16, shown at the extreme left, is the son of Conductor George Dabbert, and publicity man and route agent for the St. Mary's basketball team of Michigan City. He has already arranged four special movements for the South Shore Line this year and expects to produce several more.

the German M. E. Church before an audience composed of the Chicago-Indiana district of Epworth League members—and so well did he play that he had to respond to many encores. In this same church we have another musician of the South Shore family, Erna Rudolph who is the very capable organist, and is O. H. Hanson's stenographer.

South Shore Booster

The young fellow at the extreme right in the picture of the basket ball team on page 6 is Wilbur Dabbert, 16-year-old son of Conductor George Dabbert. The snapshot is that of St. Mary's Basket Ball Team, of which Wilbur is publicity man and route agent. He proudly states that "on every game outside of Michigan City we used the South Shore Line." On January 20 Wilbur had the honor of chartering a special car for the St. Mary's team, which carried the team and boosters to the number of 35. They played St. Michael's school of Chicago.

The names of the players, reading from left to right beginning at the top are: William Burns, Robert Ritter, John Griswold, Mike Serham, High Burns, William Angrick, Ted Pewlik, Robert Kresminski, Warren Kilnowitz and Charles Morkyckie—with Coach George Reinke at the extreme right—and Wilbur at the left. On this trip they were also accompanied by Father Weber and Wm. Angrick, commercial agent for the Nickel Plate.

Asked as to the standing of the team, Wilbur replied, that while they were not victors in all the contests, they did travel to all games over the South Shore—and that in addition to the 35 on January 20, he had 12 to South Bend on January 6; 12 to Gary on January 12; and 12 to East Chicago on January 26. Now, that is producing business!! The worthy son of a loyal South Shore employe. That is just one instance of the spirit prevalent here—even the young sons of our employes are out rooting for business for the line. Wilbur expects a special car to the Art Museum, as "soon as Spring opens up," from St. Mary's School. He edits the weekly column of St. Mary's Notes in the Michigan City News and the Michigan City Dispatch and displays a keenness and vision that is surely indicative of the success he will be when he enters his chosen field of journalism.

Accounting

Mabel Farber
Correspondent

Miss Mary Phillips drove to Rensselaer, Ind., with her family one Sunday not so long ago to visit her brother who is studying for the priesthood at St. Joseph's college.

Lloyd Bantz is the proud possessor of a brand new brown overcoat. Good looking!

Lea Hennard and Mary Phillips entertained a number of their friends from the office at Mary's house. From all reports a splendid time was had by all. No, they did not play bridge.

Howard Kroening

Collector Howard Kroening, who is now giving that old service with a smile between South Bend and Chicago, put on his cap and leaned against his automobile to have this picture snapped in Michigan City recently.

Miss Gertrude Barnett attended the Seventh Annual Fellowship State Convention at Huntington, Ind. She was a delegate from the Young People's Circle of the First Christian Church of Michigan City. Several missionaries from foreign missions were present and gave talks.

Messrs. Connell, Hansen, Bernethy and Hotchkiss attended the Central Electric Railway Account Association convention which was held in South Bend February 26 and 27.

Esther Peters, Mrs. Al Larson and Laura Stephenson witnessed a performance of "Cherries are Ripe" at the Erlanger theatre in Chicago on Washington's Birthday.

Watch Bowlers Win

Gertrude Barnett, Lea Hennard and Mary Phillips saw the South Shore Line bowling team beat the North Shore team by 30 points at the Palace Bowling alley Saturday, February 21. Where were the rest of the rooters? The teams will play a return match in Waukegan, March 14.

Joe Connelley is taking a course in traffic management and says it is very interesting.

Ed Lewis and Leo Kercher are taking correspondence courses in transportation law put out by the Blackstone Institute of Chicago, which they expect will be very helpful to them in their work.

Ray Hotchkiss has a dandy new Oldsmobile which the girls are all wanting to try out.

Motor Coach Division

Evelyn Kill
Correspondent

Anna Conklin has now qualified for the Polar Bears club, whose members swim in Lake Michigan all year around. Anna, together with her sister and a friend from Blue Island, went exploring along the ice on Lake Michigan near Benton Harbor. They went a little too far out, and all three fell in up to their necks. Instead of spending Sunday afternoon motoring, as they had planned to do, they stayed home and dried out.

J. Zendrey and Paul Wadley, who formerly were two of our operators and are now with the Shore Line Motor Coach Company at Hammond, helped out here for two days the past month, when we had two large special movements. The first was a five coach special from Berrien Springs to Chicago and the second a four coach special from Wanatah, Indiana to Chicago. Both were parties of farmers making trips to the McCormick Harvester Company.

Visits in St. Louis

Glenn Wade made a quick trip to the home of his parents at St. Louis the week-end of February 27.

Pauline Canfield visited with relatives at Toledo, Ohio, over Washington's Birthday.

W. E. Sanders, mechanic in the garage here, visited at Lake Geneva last week.

M. B. Wilson, together with a party of Elks, journeyed to Niles, Michigan, February 28, where they had the opportunity to shake hands with Jack Dempsey. Bill has not washed his

Lou May and Her Pa

Lou May Ruggles, who will be three years old next month, strolled over to the general office recently with her father, Motorman Charles H. Ruggles, and posed for this picture as she was leaving.

hands since, and is busy thinking up a plan whereby he can wash his hands and still preserve the handshake.

Walter Loy has received word that his son William, who is a student at Purdue, has been rated as a "distinguished student" at that university.

Traffic Department

C. L. Binger
Correspondent

Mae Ooms joined the ranks of acute rhinitis. One of the secret words is a-choo.

Ruth Mechner is stymied. Has a wee sty on her eye.

Nice to know we have a master of Traffic and Transportation Law in our midst. Roy McIntosh wears his laurels well.

Clarissa Ely breaks out with a new dress. Charming.

Called to Plymouth

Floyd Metzger has been called to Plymouth, Wis., on several occasions due to illness in his family circle. Hope for better news and early convalescence of those dear to him.

R. E. Jamieson sporting a new Benny. Looks like John D., Jr.

Johnnie Kilnowitz started pursuit of his degree the second semester at Y. M. C. A. night school. We don't know whether his French comments are complimentary or not. Our answer is always, oui, oui.

Sport Spring Finery

Spring has come, spring has come—W. R. (Bill) Jones sporting a snappy gray suit. Les Hodgetts a new brown one. Looks like a fashion show with Jamieson—Bill Jones and Les Hodgetts leading the parade.

In this space we would like to caption "In Memoriam," with a thought to our departed friend and co-worker, Roy Frantz, who passed away February 15, a year ago.

Gary Offices

C. C. Towle
Correspondent

W. A. Pipher, statistician, attended the seventh annual meeting of the Indiana Credit Union League at Indianapolis February 27. There were 37 credit unions represented. The unit organizations are formed among employees in various parts of the state and represent many different industries including postal employees, railroad employees and factory workers. A credit union is an organization of individuals in a particular line of endeavor who subscribe to a certain amount of stock and who loan the capital thus acquired to other members upon personal security for reasonable rates of interest. As a mark of regard for the splendid work Pipher has done as an officer of the Gary Railway Employees Credit Union, he was elected a director of the state league

Seabright Held Up

Most of us have heard of the hair-raising experience J. M. Seabright went through recently when he was held up by two automobile bandits within a block of the Gary church which he had just left. Seabright says that looking at the business end of a pointed gun makes the victim feel like helping the robbers hunt for the expected loot. When he handed them his fat wallet, they went on their way without lifting his watch or other valuables. In recounting his adventure the next day, he could not escape chuckling over the fact that the wallet contained only a few small bills in currency, and that his many railroad passes accounted for its distended appearance. After extracting the money, the thieves discarded the wallet in one of the outlying districts where it was later retrieved by the police with most of its contents intact.

Sweeney Back Soon

J. A. Sweeney of the claims department probably will have returned from his long sojourn in Indianapolis by the time this issue comes from the press. Co-incident with his return, your correspondent will have to relinquish his high sounding title of Acting Assistant Claims Attorney and return to his usual role as investigator.

Freight

Ed. Williams
Correspondent

Many will, no doubt, be interested to learn that one of the old buildings where the South Bend Terminal is now located, was originally built for the Northern Indiana College, now non-existent. An advertisement for this college, in an early directory, offered board and room at $3 a week with an extra charge of $1 a week for heat and light when needed and $1 a month for janitor service. The present freight office is located on land that was originally a part of the campus of this institution of learning.

Some of the "golf bugs" at South Bend are already planning on laying out a few "holes" on the land adjacent to the new freight house. Looks like we would have to borrow a bell from some old country school house to call the boys back to work when their noon-hour is over.

Changes at West End

Plenty of changes on the "West End." with Kensington taking over the LCL and Hegewisch the carloads from Hammond and Gary taking care of East Chicago. This brings Charlie Mason back to Gary, where he had been previously located.

We understand that Walt Weber, of Gary, is getting to be quite a bridge player and that he has discontinued regular trips to Cincinnati. We wonder if "Walt" would be influenced by a young lady's ability to play bridge?

Scotty Morgan wonders why employees working on a monthly rate, seldom "lay off" during the month of February.

Seeing Things at Night

Ray Downey was telling about something that he saw in Gary passenger station at 1:30 a. m. Maybe he couldn't sleep that night.

It is reported that our good friend, Hank Larson, Hegewisch agent, turned in a low score of 78 for eighteen holes at Burnham Woods recently. Hank is a "durn" good golfer but we believe it no more than right for him to have this score certified, at least by Jimmy Patten.

Smith Bridge Under Construction

Twenty-four years have passed since the South Shore Line tracks were laid between Michigan City and South Bend. This is one of several photographs showing the work near Wilhelm now in the possession of Elsie Carlson, an employe of the Stefco Company in Michigan City. Her father, grandfather and uncle all helped build the road.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 APRIL, 1931 No. 4

COMMISSARY MOVES TO MICHIGAN CITY; WALLACE IN CHARGE

J. G. Wallace, formerly in charge of purchases for the commissary and concessions of the South Shore Line, North Shore Line, Shore Line Motor Coach Company and Gary Railways, was appointed manager of the commissary and dining cars of the Chicago South Shore and South Bend Railroad, April 1.

He has moved his offices from 72 W. Adams street, Chicago, to the second floor of the Michigan City passenger station, and is now in complete charge of the railroad's dining cars and concessions.

Basement Remodeled

The basement of the Michigan City passenger station has been remodeled for use as the commissary's storeroom. Walls have been sealed, a new forced draught ventilating system installed, refrigerators have been built in and a freight elevator added for handling supplies.

A. M. Sillifant, formerly storekeeper at 61st street, Chicago, for the North Shore Line, is the new storekeeper. He has changed his residence from Kenosha to Michigan City.

His assistant is Ira K. Mummey of South Bend, at one time an employe of the freight department.

Mr. Wallace's secretary is Mary Milnamow of Chicago, formerly employed in the commissary department at 12th and Wabash, Chicago.

Trains Are Halted For One Minute At Hour Of Coach Rockne's Funeral

Trains and motor coaches of the Chicago South Shore and South Bend Railroad stood motionless between 3 and 3:01 p. m., Saturday, April 4, as funeral services were begun in Sacred Heart Church at Notre Dame, Indiana, for Knute K. Rockne, athletic director of the university there.

Shortly after word of his death was received, officials of the road decided on this simple gesture of respect for the great football coach; and as soon as the hour for the services was learned the order went out. It was accepted in the spirit it was given and obeyed with bowed head by every employe on the line.

No instructions were given conductors for informing passengers. Those who felt it fitting explained the reason for the stop. Others preferred to remain silent.

Coach Rockne was frequently a passenger on South Shore Line trains. Many members of the South Shore Line family knew him well. His death robs them of a true friend, just as it robs America's greatest sport of its greatest figure, and a beautiful home of a peerless husband and father.

ASSISTANT TREASURER

F. G. Williamson, valuation engineer of the Chicago South Shore and South Bend Railroad, was elected assistant treasurer of the road at the last meeting of the board of directors.

Wins First Prize In Snapshot Contest

This snapshot, taken in the Dunes by Mary Phillips of the accounting department, was judged best in the April contest. It is a beautiful scene taken in the territory served by the South Shore Line.

PHOTO CONTEST STILL ON; DUNES SNAPSHOT JUDGED BEST IN APRIL

First prize in the April snapshot contest goes to Mary Phillips of the accounting department for her excellent photograph of the Calumet river near Tremont in the Indiana Dunes State Park.

Here is what Photograph Editor Jack Weber had to say of Miss Phillips' photo which qualified for entry in the contest because it was a scene in the territory served by the South Shore Line:

"This is truly an excellent photograph, well placed and correctly exposed. Note the wonderful composition of this picture; water with a fine reflection of trees which form the background. The figure of the woman in the foreground adds to the beauty of the work. She is standing to one side and looking in the same direction the photographer wishes you to look."

Oberfell Wins Second

To A. W. Oberfell, general freight agent at South Bend, goes second prize. His photograph of his 3-year old son, Jimmy, qualifies for the contest because it is a picture of a member of an employe's family.

"And here we have little Teddy Bear," comments Photograph Editor Weber, "waiting to see the birdie come out of the camera; at least I'll bet that's what his daddy said when he shot this picture. Cute isn't it? A baby's picture is always cute, for small children never assume a stiff posture when they are having their pictures taken.

Motor coach operator Norman Micheal won third prize with a snow scene taken in the South Shore Line's territory. It was snapped near Benton Harbor in territory served by the railroad's motor coaches. It qualifies for the contest also because it shows an employe, Pauline Canfield, who is Benton Harbor ticket agent, and because it shows a member of an employe's family, Mrs. Micheal.

"The picture is exceptionally clear for a snow scene," says Mr. Weber, "and snow scenes are difficult to make because of glare and reflection."

Contest Still On

The contest is still on. Entries should be in the Pantagraph office, on the second floor of the Michigan City passenger station, by the 20th of the month preceding publication. Instructions for the contest were given in last month's Pantagraph by Mr. Weber. He said, in part:

"The snapshot must be taken by an amateur, not necessarily an employe, and must pertain to the South Shore Line or a South Shore Line employe. Scenes as well as pictures of persons may be submitted. Photos snapped along the railroad or in the country or towns nearby are acceptable. Pictures of outings, picnics, golf games, children, babies,

(Continued on Page 2, Column 3)

SWAMPS, LAND SLIDES, HARASSED BUILDERS OF SOUTH SHORE LINE

Much interesting information concerning the early days and growth of the South Shore Line has been uncovered by Art Kahl of the transportation department who has been delving into old newspaper files and early records. He is now assembling this material for a series of articles, the first of which appears in this month's Pantagraph.

By Art Kahl
Correspondent

The organization which built the South Shore Line was formed in May, 1906, and it was called the Chicago Lake Shore and South Bend Railway Syndicate. J. B. Hanna was its president and in the early days the road was usually referred to as the Hanna Line. Even today, among many of the South Shore Line's patrons, it is still the Hanna Line.

A right of way was surveyed from South Bend, Indiana, to Hammond, which would ultimately reach the contemplated western terminus at Chicago, and construction slowly got under way. The South Bend Construction Company was organized to carry on the actual construction of the new railroad. Its staff included John Riegle, chief engineer; Judd Wells, superintendent; Bobbie Burns, assistant superintendent and Henry Langley in charge of laying the steel. New Carlisle, was their base during the period of construction.

From the meagre newspaper files and clippings we find that very little actual work had been done up to January in the year 1907. A crew of laborers from among the Polish residents of the Terre Coupee Prairie was mobilized for the work on the grade for the new railroad. Many of these men lived in their own homes in that district while a few were at New Carlisle in a house acquired by the construction company. A crew of men was started at the western limits of South Bend and another at the eastern limits of Michigan City working toward each other. Many obstacles arose to plague the men in making this grade. Especially was this true between New Carlisle and Michigan City where many cuts had to be made through numerous hills and low spots.

Encounter Sink Holes

A bad sink hole was encountered at a point opposite the western end of Hudson Lake between Hudson Lake stop and Hicks Crossing where thousands of yards of dirt were dumped together with old railroad ties, brush, limbs of trees and at least two old railroad flat cars. Finally a huge raft was made up from logs and covered with dirt until it settled making a fairly good foundation. A narrow gauge railroad was built to carry dirt from the cut just west of this fill. Several early residents of this region say that this fill covered a number of spring which fed water to the lake and this is probably true since the lake has not dried up as might have been expected.

Another bad spot was encountered at a point opposite Tee Lake stop where the fill seemed to disappear almost as quickly as it was dumped. Constant filling was necessary to get a foundation over which trains could be operated with reasonable safety. A deal of trouble was also experienced at the approaches to the Pere Marquette overhead at Marquette station where the embankment continued to slide and settle in this boggy location. On account of this condition a watchman was stationed at this point for a considerable length of time to warn trains of a possible serious slide.

(*To be continued next month*)

Oberfell Second

Jimmy Oberfell was two years old when his father took this picture which is given second place in the April photo contest. Jimmy is now past three, according to his parent, General Freight Agent A. W. Oberfell.

1931 BLOSSOM FETE TO START MAY 5 IN MICHIGAN TWIN CITIES

Michigan's twin cities—St. Joseph and Benton Harbor—will be the scene, May 5 to 10, of the ninth annual renewal of the Blossom Festival, which has come to rival the Mardi Gras of New Orleans and the Tournament of Roses of Pasadena, as an attraction for those who enjoy brilliant carnivals.

The event each year, coming in the spring when southwestern Michigan's many pear, plum, cherry and apple orchards are in flower, attracts in the neighborhood of 80,000 persons. Presiding over the festivities is the Blossom Queen, selected from nearly 1,000 beauties representing a score of Michigan communities. Patrons of the Chicago South Shore and South Bend Railroad may easily reach St. Joseph-Benton Harbor in the railroad's motor coaches which connect with trains at the Michigan City passenger station.

NORTH SHORE LINE BOWLERS TRIUMPH OVER SOUTH SHORE

By W. M. Lloyd

The South Shore Bowling team piloted by Captain Jim Mallon returned the recent visit of the North Shore Team by journeying to Waukegan on Saturday, March the 14th, where they were greeted with a barrage of strikes and spares.

The personnel of the South Shore team was George Rank, Carl Krueger, Al Boller, Al Timm, Bill Samuels and Capt. Mallon who doubled as captain and rooting section.

The North Shore team was composed of Gantor, Oglesby, Thomas, Hoppe and Brogan, the anchor man.

The first game ended in a draw, each team getting 857 pins. The second game wasn't so good, the North Shore team getting 892 pins against the South Shore's 810. The third game was worse. The North Shore team taking 983 pins against the South Shore's 822, giving the North Shore a total of 2732 pins and the South Shore a total of 2489 pins.

After returning the trimming which our team had given the North Shore team when they recently visited Michigan City, the victors escorted the losers to dinner at one of the local hostelries.

Scores for the three games were as follows:

	1st Game	2nd Game	3rd Game	Total	Average
Gantor	214	213	190	617	205-2/3
Oglesby	152	193	147	492	164
Thomas	167	192	203	562	187-1/3
Hoppe	159	146	244	549	183
Brogan	165	148	199	512	170-2/3
Total	857	892	983	2732	

	1st Game	2nd Game	3rd Game	Total	Average
Rank	176	175	166	517	172-1/3
Krueger	154	179	125	458	152-2/3
Boller	186	160	180	526	175-1/3
Timm	183	134	141	458	152-2/3
Samuels	158	162	210	530	176-2/3
Total	857	810	822	2489	

DUNES PHOTOGRAPH WINS APRIL CONTEST

(*Continued from Page* 1, *Col.* 3)

and a variety of other persons and events should suggest themselves.

"In submitting your snapshot write plainly on the back—name of amateur photographer, the employe and the department where employed, the person or persons appearing on the snapshot, where it was taken and the occasion. Composition of the snapshot, clearness and the expression of the subjects on the snapshot will count in judging."

PURCHASING AGENT IS NOW AT GEN'L OFFICES

H. F. Kirk, purchasing agent of the Chicago South Shore and South Bend Railroad, has moved his offices from 72 West Adams street, Chicago, to the general offices at Michigan City. He occupies the quarters formerly used by Gilbert McClelland, assistant publicity director, who is now on the second floor of the Michigan City passenger station.

Charters Special

Rue VanOuse, relief telephone operator at the general offices, with 46 members of the Michigan City Business and Professional Women's Club, made a tour of Chicago's Chinatown February 22. A special South Shore Line car was reserved for the party.

DINER, PARLOR CAR RIDERS INCREASE, 1930 FIGURES SHOW

A comparison of figures for the last two years shows that there has been an increase in the number of persons availing themselves of the deluxe services of the South Shore Line trains.

During the year 1929, 25,908 persons took meals on trains and in 1930, 26,064 were served, an increase for the year of 156. Parlor car passengers numbered 22,438 in 1929 as compared with 31,203 in 1930, an increase of 8,765.

PANTAGRAPH SCRIBES WILL DINE APRIL 15

Correspondents of the Pantagraph will hold their annual dinner April 15 at Mrs. Peterson's tea house at Waterford, just outside Michigan City. The group will meet at the Michigan City passenger station at 6:48 p. m., permitting correspondents from South Bend to take the 6 o'clock train and correspondents from the west to take the train leaving Chicago at 5 or 5:15 p. m. A committee consisting of Mabel Farber, Evelyn Kill and Audrey Melson is in charge.

P. U. A. A. TO MEET JUNE 14

The annual convention of the Public Utility Advertising Association will be held in New York, June 14 to 16, at which time prizes will be awarded for the best advertisements. At last year's convention the Chicago South Shore and South Bend Railroad won first prize in the electric railway division.

MICHIGAN CITY CLUB VISITS CHINATOWN

Forty-six persons, members of the Michigan City Business and Professional Women's Club and guests, including Mary Phillips of the accounting department, enjoyed a tour through Chicago's Chinatown, Sunday, February 22.

The party left Michigan City at 11:48 on a special car arranged for by Rue VanOuse, telephone operator at the general office. This was Miss VanOuse's second special. She was in charge of the tour made by the Trile D Club and their friends March 9, 1930.

On the train, singing was led by Marion Snyder and Jessie R. Barnett. At Randolph street the party was met by W. C. Nielsen, G. Searle and T. Courtney of the Outing and Recreation bureau.

Two motor coaches took them for a sight seeing trip up the outer drive, past the Chicago water tower, Diana Court, Bug House Square, Totum Pole to the Rufus Dawes Memorial Hotel where a man gets a bath and a bed for five cents per night, down Maxwell street, the 1933 World's Fair buildings, the Planetarium and Chinatown.

Sunday was the last day of the Chinese New Year and was celebrated by fireworks and feasting. Candy was given the visitors. Dinner was served in a Chinese restaurant where natives ate with chop sticks. A tour of the court, school and shrine rooms and the Y. M. C. A. and through several shops proved very interesting.

DEATH TAKES CAR PORTER PEMBERTON

Employes of the South Shore Line were grieved to learn of the death last month of Laurence Pemberton, colored, of Chicago, formerly employed as parlor car porter.

A letter acknowledging a floral gift sent by employes and expressing her gratitude for other courtesies at the time of Mr. Pemberton's death has been received from Mrs. Pemberton.

SOUTH BEND PAPER RECALLS WILLIAMS' TRIP 25 YEARS AGO

The South Bend Tribune, in a recent issue, under the heading "25 Years Ago Today," carried the following item:

"The Strang gas-electric car, enroute from New York to San Francisco, arrived in South Bend and left after a brief stay. Local persons making the trip to Chicago included E. H. Williams. The run from South Bend to LaPorte, a distance of 28 miles, was made in 55 minutes. It is declared that the new engine will revolutionize methods of transportation. It consumes less than one-half gallon of gas per car mile."

The "E. H. Williams" mentioned in the above, was at that time a reporter for the South Bend Tribune and is now freight agent for the South Shore Line at South Bend. Well does he remember this "momentous" trip.

CHANGE TO DAYLIGHT TIME, SUNDAY, APRIL 26

Trains and motor coaches of the Chicago South Shore and South Bend Railroad will be operated on Daylight Saving Time—one hour faster than Central Standard Time—beginning Sunday, April 26. The change is made by the railroad to conform with the time used in the cities which it serves. New timetables, showing a few minor changes, will become effective on that date.

Benton Harbor Photo Is Third

Motor Coach Operator Norman Micheal won third place with this snow scene. Mrs. Micheal is in the foreground, and Benton Harbor Ticket Agent Pauline Canfield is in the background attempting to scale a 10 foot snow bank.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
114 East Eleventh Street, Michigan City, Ind.

GILBERT McCLELLAND ..... Editor

Vol. V **APRIL, 1931** **No. 4**

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The PANTAGRAPH** ***by mail at home.***

325

Midland Group Spends 142 Millions Since 1923

(From a series of advertisements published in Indiana newspapers by the Midland United Company of which the South Shore Line is a subsidiary)

The demand for electric and gas service in Indiana is increasing at an extraordinary rate. To keep pace with this demand public utility companies are constantly obliged to raise new capital for expansion.

In 1930 companies in the group controlled by the Midland United Company have invested in this state approximately $23,000,000 in additions and other improvements to the facilities for serving their customers. During the eight-year period, starting in 1923 when the beginning was made in the formation of the group, a total of approximately $142,780,000 has been spent by the present subsidiaries for construction and expansion in Indiana.

The question may be asked, "Why don't the public utility companies finance such expansion out of surplus earnings, as is done by so many of the industrial and commercial organizations?" The answer is found in the fact that all public utility companies are subject to control of some governmental regulatory body. In Indiana this control is effected through the Public Service Commission of the state.

Under such regulation utility companies are permitted to charge rates for their services which will earn a fair rate of return, generally accepted as being not in excess of 8 per cent a year on such property as is used or useful in supplying the public service. A return at this rate is not guaranteed, however, and it requires diligent and intelligent operation to even approach such earnings. They therefore are not allowed to earn enough to pay for new construction out of current revenues.

Due to this regulation and other characteristics peculiar to public utilities the rate of capital turnover is very low compared with other industries. The annual gross revenue of a public utility project rarely exceeds 20 per cent of its investment in its plant and equipment, whereas in unregulated industries the annual gross revenue may often equal 500 per cent of the cost of the plant. This means that public utility companies must, in general, raise an additional five dollars of capital for each one dollar increase in their gross business.

To obtain this capital from the investing public, utility companies are obliged to compete with all other businesses requiring capital at the same time. This is why an affiliation with a well-known investment or holding company is an asset to the operating company seeking capital. If the time for securing this money at a low cost is not opportune, the holding company advances the necessary funds until conditions are more favorable. Even in more favorable times the holding company is able, because of its sponsorship and because of its established financial reputation with the investing public, to help in securing borrowed capital at the lowest possible cost.

An Economic Fallacy

Among the many economic fallacies now being advanced by certain groups of politicians, none is more absurd than the idea that government ownership and operation of public utilities would be in the interest of the public. This applies especially to the electric industry, about which there is considerable political agitation just now.

The theory put forward by those of socialistic tendencies is that by government development of water power sites cheaper electricity would result. The fact is that waterpower is rapidly losing its importance as a source of electric energy, due to the increasing efficiency of steam plants. In 1930 only 32 per cent of the electricity generated in the United States was produced from waterpower.

As an illustration of the improvement in steam generation it may be mentioned that only ten years ago it required an average of 3 pounds of coal to generate a kilowatt hour of electricity, while at present only 1.6 pounds of coal are required.

That the savings effected by the use of modern equipment are reflected in rates charged the public is evidenced by the fact that average rates for household electric service are now 30 per cent below pre-war levels, while other living costs are 60 per cent above those of 1913.

In view of these incontrovertible facts, it is somewhat difficult to understand what all this socialistic shooting is about. The only plausible explanation is that it is just plain political bunk.—*Greenville, Illinois, Advocate.*

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

"Golf, golf, golf," wailed the wife, as hubby picked up his golf clubs and started for the door. "It is nothing but golf. I really believe if you spent a Sunday at home I would die of the shock."

"Now, now," replied hubby, calmly, "it's no use talking like that, my dear. You know you can't bribe me."

! ! !

GOING—GOING

Sam was at a dance and lost a wallet containing $600. He got up on a chair and announced: "Gentlemen, I lost my pocketbook with $600 in it. To the man that finds it I will give $50."

Voice from the rear—I'll give $75.

! ! !

The mountaineer was driving a single hog to Atlanta when a man overtook him on the highway.

In reply to questions the mountaineer said that he could get $2.00 more for the hog in Atlanta than at the county seat, and that it took him two days to go to Atlanta and two days more to return home.

"Man, you get only $2.00 more for the hog in Atlanta and it takes all that time?"

"Time," said the mountaineer, "what's time to a hog?"

! ! !

SEEING'S BELIEVING

Doctor (after bringing victim to)—How did you happen to take that poison? Didn't you read the sign on the bottle? It said, "Poison."

Ebenezer—Yassah, but Ah did not believe it.

Doctor—Why not?

Ebenezer—'Cause right underneaf it was a sign which said, "Lye."

! ! !

First Stranger (at the party): "Very dull, isn't it?"

Second: "Yes, very."

"Let's go home."

"I can't. I'm the host."

! ! !

SKIN GAME

Judge—Have you anything to offer the court before sentence is passed upon you?

Prisoner—No, yer honor, me lawyer took me last dollar.

! ! !

One day when Mr. Gaddis was golfing, he discovered an old lady calmly seated on the grass in the middle of the fairway. "Don't you know it's dangerous for you to sit there, madam?" he reminded her.

The old lady smilingly replied, "It's all right; I'm sitting on a newspaper."

! ! !

SERVICE DE LUXE

Customer—I want some powder to kill cockroaches.

Clerk—Will you take it with you?

Customer—No. I'll have the cockroaches call and you can rub it on their little tummies!

! ! !

"Lady, if you will give us a nickel my little brother'll imitate a hen."

"What will he do?" asked the lady, "cackle like a hen?"

"Naw," replied the boy in disgust. "He wouldn't do a cheap imitation like that—he'll eat a worm."

! ! !

Sam—Say Bill, if you had five dollars in your pocket, what would you think?

Bill—I'd think I had somebody else's pants on.

! ! !

The Colonel's wife sent the following note to Captain Greene:

"Colonel and Mrs. Browne request the pleasure of Captain Green's company to dinner on September 15th."

To which she received the following reply:

"With the exception of five men on leave and three on sick list, Captain Green's Company take great pleasure in accepting your invitation."

ALONG THE SOUTH SHORE LINE

Shops

A. C. Tews
Correspondent

Otto R. Clements, machinist, has secured a patent on a car ventilator which he calls the "Vent-rite" and he is now making plans to put it on the market. He says it will fit nearly any closed automobile, is all metal, and requires no drilling.

Truckman Anthony Knoll and Mrs. Knoll of Michigan City announce the birth of a son, George Henry, on March 5. There are now five children, three boys and two girls in the Knoll household.

Shops employes were saddened March 4 by the death of Marian Irene Fisher, four months old daughter of Mr. and Mrs. William Fisher. The infant died from whooping cough.

Mrs. Louis Mitchell, wife of Truckman Mitchell, has recovered from a severe attack of pneumonia.

Fred Rhinehart, who has been ill for two months, is back on the job again.

Wilhelmina Schultz, grandmother of Mrs. August Stick, celebrated her 104th birthday anniversary April 1.

Otis Stafford, inspector at the shops, has succeeded in his attempts to enlist a group of aviation enthusiasts in an aero club. A preliminary meeting was held April 7, with two aviators on the program, Major Rockwell of Dayton, Ohio, and Mr. Oglesby of Milan, Indiana.

Betty Rosella is the name that has been given the daughter of Freight Car Inspector W. F. Isenblatter and Mrs. Isenblatter, born March 8.

A daughter was born to Mr. and Mrs. Irvin Ericson of Michigan City April 6. The father is inspector helper at Gary.

Accounting

Mabel Farber
Correspondent

Spring is here! George Blockno is doing housecleaning, making much ado as well as a-choo about cleaning his light shades.

Regina Orlowski has returned to work after a three weeks absence due to the flu, followed by an infection in her throat.

We knew St. Patrick's Day had rolled around again when we beheld Miss Naughton in all her splendor—green beads, green earrings, green handkerchief—green everything.

The South Shore basket ball trunks and shirts were taken out of the moth balls for about a week. Some of our boys entered the Michigan City Basket Ball Tournament. They won two games but lost the third. Joe Connelley, Harold Flory, from the office and Earl Atkins and Otto Kienitz from the shop department were on the team.

Claire McKinley of the purchasing department is considering moving from Gary to Michigan City in the near future.

Martin R. Rappeport, son of Louis R. Rappeport, arrived March 14 at Michael Reese Hospital in Chicago. The proud father passed the candy and cigars on Monday.

The following Tuesday, March 17, more candy and cigars were passed as George Segnitz grinned from ear to ear because of the arrival of his son, Thomas Melson Segnitz, born at St. Anthony's Hospital.

On March 20th, Florence Gallier's mother underwent an operation for the removal of an inward goitre. Florence spent all her spare time at the hospital with her mother. We are glad to hear that Mrs. Gallier has been taken home and is making a speedy recovery.

L. R. Rappeport and O. H. Hansen have made several business trips to Indianapolis, Fort Wayne and Anderson during the past month.

The South Shore bowlers meekly admit that they were defeated at Waukegan.

Roy Falk, the conductor who brings us to work each morning, is tenderly caring for a new mustache.

Grace Griffin, Rose Mentag, Martha Bartels and Dorothy Sprencil decided that long hair was too much bother, consequently they are all bobbed again.

Chocolate milk has suddenly become the rage, judging from the empty bottles taken away each morning.

Grace Griffin has been working at the terminal building this week, helping Mr. Wallace of the Commissary department.

H. O. Connell attended a conference of CFA & WTL Carrier with South Western lines, also a freight committee meeting at St. Louis March 23 and 24.

Harry Shyrock, of Gilman Fanfold Corp., has been a frequent visitor with Mr. Connell. They have been working on Indiana Railroad waybill forms.

E. H. Utley, Jr. and H. O. Connell were appointed to important committees on Central Electric Railway Accountants Association for the year 1931.

Mr. Utley was elected vice-president, which automatically places him on the executive committee. Mr. Connell is carried over from previous years as a member of the executive committee.

Mr. Utley was also appointed on Research, Auditing, Arbitration and General Accounts committees, and Mr. Connell was appointed on Research, Constitution, By-Laws, Freight and Express and Per Diem committees.

We are all sorry to hear that our old friend, George Gensch, has been and still is, very sick with the flu, at Anderson, Indiana, where he is now located. Our best wishes for a speedy recovery, George!

Heard about the office: He: I certainly like to listen to Ben Bernie's orchestra.

She: Yes, he does have a good band.

He: I can't understand why he always says when they finish playing a piece—"This is the old microbe."

She: Ha! Ha! he doesn't say "microbe," he says, "This is the old maestro."

He: For pity sakes—my error.

Gary Offices

C. C. Towle
Correspondent

J. M. Seabright is taking part of his vacation during Easter week on a journey east. He and Mrs. Seabright and daughter Sally Ann will visit Mrs. Seabright's home in Pennsylvania and Mr. Seabright's mother who lives at Staunton, Virginia.

The writer attended the March meeting of the Rapid Transit Company Section of the A. E. R. A. A feature of the evenings entertainment was a mock trial put on by the Claim and Law Departments of the Chicago Aurora and Elgin Company. It was good to renew acquaintances with former fellow employes at the Rapid Transit.

Asst. General Manager, T. G. Hamilton, Vice-President Chase and Statistician Pipher have been suffering the tedium of days in court on account of the efforts of the City of Gary to block the recent increase of fares granted to the Gary Railways by the Public Service Commission.

Ann Ihnat, telephone operator, has been going around with her neck in a bandage and a frog in her throat from which we must conclude that she had a cold. Both have disappeared, so we must conclude, again, that the cold is cured.

Freight

Ed. Williams
Correspondent

The new South Bend freight terminal is a busy place these days, the volume of business exceeding that of a year ago by a very nice margin. That is saying plenty in these days of business depression.

Chester Beck, warehouse foreman at South Bend, was a recent sufferer from

ALONG THE SOUTH SHORE LINE

the "flu." He has recovered, however, and is now as good as new. Incidentally "Chet" is the proud father of a son, born about the middle of March. Cigars were very much enjoyed.

Freight from and to the Northern Indiana Railways is now interchanged at South Bend instead of New Carlisle.

Walter Weber has transferred his affections from Gary to South Bend and is now a member of the force at the new South Bend freight terminal. Jim Colton takes his place at Gary.

Vacations will soon be with us again and some of the freight agents are already making plans for the big event. Scotty Morgan will spend his in the "north woods" of Canada and Hank Larson will sojourn at Agua Caliente.

The freight agents will hold their April meeting in Chicago as guests of William Petersen, our traffic manager. New officers will be elected, Ed Williams, the chairman and Doc Provis, secretary, retiring with this meeting.

C. L. Rose suffered an injury to his leg recently and was incapacitated for a few days. Charlie says a mule kicked him.

General Offices

M. J. Naughton
Correspondent

April, one of the loveliest months of the year, the beginning of Spring and of promise of the glorious days ahead. Yellow crocuses and pussy willows by the wayside. Easter and every one in gala attire. Even the quarterly passes caught the style trend this time and came out in spray grey—an improvement we'll admit over the yeller ones of the first quarter. The noisy roller skaters on the pavement and the boys playing marbles are infallible signs that Spring is here—no matter what the weather man tells us. And April, to the Pan Scribes, always has an added significance, for that is the month in the year when we can gather around the festive board and "feast and be merry."

Few of us knew that Jack Weber had such a winsome daughter as last month's Pantagraph presented for our notice. Jack is not an amateur snapshotter, but a full fledged professional.

The employes of the South Shore Line are very happy indeed to welcome to our midst Virginia Burgess, who has taken a position as stenographer in the maintenance of way department. Miss Burgess is the daughter of one of our oldest employes, and is therefore of the South Shore family.

And April sure was moving day in more than one department. Just take the Pantagraph office—had to get real

Expert Typist

Helen Long, 15 year old daughter of Mrs. Long of the concessions department, has carried off honors in three junior typewriting contests. By winning the last one at LaPorte she is eligible to compete in the district contest at Plymouth.

"high-toned" and move upstairs in the Michigan City station. And then along came our own South Shore Line commissary department, to occupy offices also on the second floor of the terminal. We are glad to welcome J. G. Wallace, and particularly do the South Shore girls extend a greeting and welcome to Mary Milnamow, who is stenographer to Mr. Wallace. Miss Milnamow is no newcomer with the company, for she was for five years stenographer for P. F. McCall. When you get straightened around in the commissary department, Mary, take a few hours off and come out to the general offices and see how the rest of us live, we want to get acquainted with you.

We all know smiling Lindy Long, cheerful concession clerk, who cooks us such wonderful pancakes, better than Aunt Jemima ever made. She performs all her tasks with a smile—as one of the Concession Department customers was heard to remark, during a busy rush, "Lindy has got a million dollar disposition." The young lady pictured is her 15 year old daughter. Helen, a junior high school girl who has carried off all honors in the junior typewriting contest on three different occasions, the last one at Laporte—holding the winning banner of 57 words a minute—and which makes her eligible for a tryout at Plymouth in the district contest—and if successful, at Muncie, for the state contest. Helen was one of the honor students at the high school last semester—and is also a very accomplished pianist—do you wonder that Mrs. Long is proud of her daughter?

Another employe we are glad to welcome back into the fold is Harry Kirk, the purchasing agent. It just didn't seem right to have Harry away off in Chicago. And after four years of riding the specials to and from the big town, what a peaceful rest it must be to him to get back here where the office is only eight minutes away from home. Already—after only one week—Harry is looking more like himself. He has surrounded himself with a nice office force. Walter Anderson, his assistant, is now commuting back and forth to Chicago; but Walter, as the summer days go on, maybe you will change your mind and come to Michigan City to live.

Claire McKinley now presides over the stenographic destinies of the purchasing department. Claire in her bright blue dress, when accused of being a "blue bird," did a tweet-tweet stunt that would have made any blue bird sit up and take notice. The purchasing department is O. K.—even if it is fencing itself in. Harry says the railing is to keep out the "peddlers."

The voice of the "loud-speaker" is heard occasionally and we are all waiting to hear some trainmen give the dispatcher "a piece of his mind" in characteristic railroad language—whew, won't it make some of us sit up and take notice?

Every now and then M. M. Lloyd, formerly our superintendent of shops and equipment calls on us, and stays for a few minutes to tell us a funny little story, always with his characteristic smile and neighborly good wishes.

We were all so glad to extend congratulations to Louis Rappeport, staff auditor, when he proudly announced the arrival of an eight pound boy.

And then along comes another baby, "Paddy" Segnitz (sure why not that name for wasn't the swell youngster, yes, siree, weighing 12 pounds too, born on St. Patrick's Day bright and early in the morning?) "Paddy" is the son of our Paymaster, George J. Segnitz.

And right here and now is extended an invitation to Lawrence Preston to call at the office and ye correspondent will take great pleasure in introducing him to the good looking young girls down here. Who is Mr. Preston, you ask? Why, don't you know? "Larry," junior clerk in the traffic department—handsome enough to go to Hollywood, and with one of those rare smiles that should prove a winner with the girls.

And next time "Bill" Pendleton or Florence Billheimer take a trip over the South Shore Line to South Bend, you are also requested to drop in and

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see your numerous friends down at the general offices? We scarcely see Mr. Jamieson, Dwight Wood, John Kilnowitz, Mr. Hodgetts and the host of other good fellows at the traffic department. Come and call on us some of these nice spring days—for you'd find a mighty nice welcome down here.

You just can't keep the South Shore youngsters down! Some one of them is always bobbing up and doing something so meritorious that it attracts newspaper notice. Now take Jimmy Smith, for instance, the 11-year-old son of Ben Smith, signal engineer. When Jim learned that he might be able to explore Mammoth Cave, Kentucky, in true regal style during his vacation, he set out to avail himself of the prize offer. Just to think of that youngster in a few weeks securing right here in Michigan City 43 subscribers for the South Bend Tribune—some feat in salesmanship, eh? When Jim was taken to South Bend, he particularly asked that daddy permit him to meet the tour conductor alone, stating, however, that if he were to be sent to a boarding house he would come right back home—but when he proudly transcribed his name on the hotel register of the La Salle Hotel, why that will always he one of the real thrills of his young life. He returned home reporting a splendid trip, fine treatment and knows more about the cave than all the books they could publish on it.

And then there is fifteen year old Ludwig Lischer, whose father is a shops employe, and has the distinction of carrying off five A's last semester at the Michigan City high school Why there's a whole raft of children of South Shore employes, who are always forging to the front in their classes—real leadership!

Did you read what Fred Parker tells us was a misprint in the Michigan City News a few weeks ago, where "Fred Parker" was elected treasurer of the Ladies' Afternoon Thimble Club? Can you feature Fred at a female gathering and he the only man?

Even W. W. Clemmons caught the moving fever and is now quartered in Room 14.

Phyllis Manson paid us a visit Palm Sunday, looking as pretty as ever, and dressed as usual up to the last minute. We miss you very much Phyllis, and are always glad to have you drop around and say "howdy" when vou come down to Michigan City.

Chicago Terminal

Merle D. Anton
Correspondent

Baggageman William Dunning enjoyed a two day vacation recently. This is worth mentioning, because it is rare that Bill misses a day.

Relief Inspector McCoy at Randolph street is sporting a new victoria Ford.

Motorman Sanford is looking forward to the opening of any golf courses in this vicinity.

Larry Preston is the leader of the traffic department when the question of the best dressed man is discussed.

H. C. Richardson is the new night baggageman at Randolph street.

Ticket Agents Haley and Tibbetts enjoyed a two days vacation each last month. Ticket Agent G. Sparrow relieved them.

The new Illinois Central Suburban Station at Randolph street is progressing rapidly. When completed, the South Shore will, of course, use a part of this modern station.

Motor Coach Division

Evelyn Kill
Correspondent

Gene Jenkins and A. F. Tomsheck also went fishing last month, but they didn't have the luck Motorman Hedstrom did. Tom says he got two bites, one on the nose and one on the knee.

Mrs. Wm. Lyons and children visited in Gary for a few days the first part of April.

William Loy, student at Purdue, is home on his spring vacation. William says spring vacations are not much good at this time of the year; nevertheless, he is enjoying part of it visiting relatives at Matttoon, Illinois.

A. F. Tomsheck is selling used cars now as a side line. You can get some real good "buys"; in fact, you can trade in a 1925 Chevrolet, get a 1930 Buick and $50 to boot.

Anna Conklin spent a few days visiting with her sister in Blue Island, Illinois.

Arthur Edwards is a new employe in our garage, taking the place of Harold Wise, porter, who has been promoted to cleaner.

Gene Jenkins had two days off last month, but refuses to disclose what he did or where he went.

Frank Johnson says he has had all the excitement he wants for a while. While driving on the Long Beach route his bus skidded off the road, imbedding its wheels in Dr. Scholl's lawn.

We have company up here now—J. G. Wallace and his stenographer Mary Milnamow of the commissary department and G. McClelland, publicity department. Distance is no factor in Mary's life: her home is in Maple Park, Illinois, she lives in Chicago and goes back and forth to Michigan City each day, while most of her friends are in Waukegan and other north shore towns.

M. B. Wilson was one of a party of Elks who attended a district meeting in Goshen last month. Bill has been elected chaplain of the local lodge.

Traffic Department

C. L. Binger
Correspondent

One must be amused and find a means of occupying one's spare moments. The Chicago traffic correspondent has used his spare time in growing a wee cooky duster under his proboscis, and now boasts of an ebony shadow on his upper lip.

Eleanor Fowler stepped into the office with a blue frock on. It is quite chic.

Dwight Wood and Larry Preston were overhead discussing the pros and cons of farm land. I wonder if it is springtime mental wanderings—or dreams of a haven to which they might retire in old age.

Daisy Crabb, long absent from this column, was caught in the act of strenuous reducing exercise one spring-like day recently. Came in after her lunch hour much out of breath. She had walked up four flights of stairs. This is another harbinger of spring.

It may be old, but it looks new to me. Mae Ooms has a black dress with a bright red posy fastened to it.

Jack Fraunberg is the office beau brummel. All dressed up with a snappy new coat and an Easter suit. For special occasions, he has an extra set of false teeth. Ask to see them sometimes.

Les Hodgetts is going to take Goliath out this year as a caddy. This is a wonderful apprenticeship for the youngster, as his knowledge of woodcraft, thus gained, will be an advantage. Who knows, he may become a forest ranger.

Transportation Notes

C. G. Scuffham
Correspondent

Motorman H. E. Williard has moved from Michigan City to South Bend.

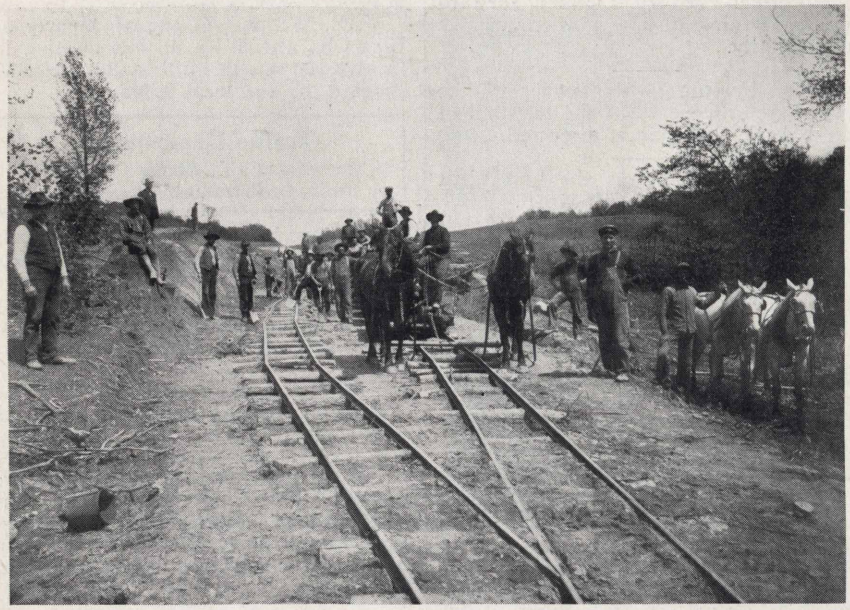
Jack W. Payne, brakeman, has joined the ranks of married men. He has taken as his bride Miss Henrietta Grott, formerly stenographer in this office. Hearty congratulations from the Transportation department are extended to them, with best wishes for many years of happiness.

Conductor John W. Mark, who was struck by an automobile several weeks ago, has returned to work.

Agents Tibbetts and Haley have each

ALONG THE SOUTH SHORE LINE

Horses and Whiskers in 1907



Horses and whiskers were seen often enough back in 1907 when the South Shore Line was built between South Bend and Michigan City. This picture, belonging to Elsie Carlson of Stefco, was taken 350 feet east of Smith bridge at the time the grade was being put through.

enjoyed a two day relief from duty during the past month, having been relieved by Glen R. Sparrow of the Hammond station, his place being taken by extra agent William Ritter.

Brakeman Chas. Hansford has been restored to the extra board.

Mr. and Mrs. Clem T. Jordon, second trick ticket agent at Hegewisch, are the proud parents of an 8½ pound boy, born on March 26, 1931.

Due to operating changes, short hour ticket clerk Louis Brown has been displaced at Michigan City station and his duties taken over by Arthur Loomis of the Michigan City freight station, for a period of two hours and 15 minutes each day.

Abe Watson has assumed the duties of relief porter, succeeding James Florence, who has left the service.

Brakeman Norman Miller suffered a slight injury to his left knee during the recent snow storm, due to a fall which kept him off duty for five days.

Motorman George Lusk made a trip to Asheville, North Carolina, in company with Mrs. Lusk to attend the funeral of a relative.

Buddies—it might be interesting to know that John Evenberg and A. C. Carrell, crossing flagmen at Aetna both entered the service on the same day, September 21, 1926, and have always worked together since that time, first at Baileytown and then at Aetna where they are at this time.

Maintenance

W. M. Lloyd
Correspondent

Claire McKinley, our stenographer, and guardian of the inner doors has transferred her activities to Mr. Kirk's office, where she will serve in the same capacity. We all wish Clara success in her new position. Mrs. McKinley's place has been taken by Virginia Burgess, who will wield the big stick on all that try to reach the inner temple without permission.

To forestall any chance of being stricken with spring fever, John Kelly is working outside with Al Boller a few days. Holding the dumb end of the tape and driving stakes is a good cure as well as a preventative this wonderful spring weather.

Al Keeler is busy with the Jordan spreader these days taking down high banks, ditching and leveling ballast. To anyone who is unfamiliar with the trials and tribulations of trying to do a lot of ditching while dodging freight and passenger trains, Al extends a cordial invitation to accompany him some day.

Walter Weatherbee, foreman of section three, who recently underwent an operation at St. Anthony's hospital is getting along as well as could be expected. Hurry up and get well, Walt, for this is no weather to be in the hospital.

Elmer Wills had a week's vacation, in Kentucky with his wife and children visiting relatives.

Fred Parker and his crew are making rapid progress in rebuilding the old inspection shop. New pits and floors have been installed. Old doors bricked up and new windows put in. A new air brake inspection room has been installed and a new wash and locker room partitioned off. A few more weeks should see the transformation complete.

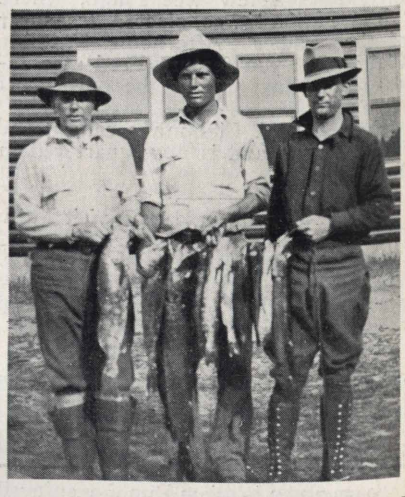
While working on the old shop, Fred has also been busy at the passenger station installing equipment for the new commissary department. A screw lift elevator has been placed in the baggage room to handle supplies. In the basement partitions and floors were installed and steel shelving erected. A forced air ventilating system has been installed and the entire interior of the room has been painted egg-shell white.

John Hubenthal was recently called to Racine by the sickness of his daughter, who is now rapidly recovering.

Mrs. Underwood, who has been on the sick list for some time, is feeling some better. We hope the spring sunshine will complete the cure in short order.

Jim Mallon is again picking up weight after having his family quarantined for several weeks due to the boys having scarlet fever. Jim says there is nothing like the wife's cooking to put on the pounds.

Reminiscences



O. H. Hansen, Ray Hotchkiss and guide snapped last July at Big Whitefish Lake, Minn.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 | MAY, 1931 | No. 5

TRAINS AND MOTOR COACHES CHANGE TO FAST TIME APRIL 26

Late Trains Are Speeded Up and Sunday Dining Cars Are Discontinued

Trains and motor coaches of the Chicago South Shore and South Bend Railroad began operation on Daylight Saving Time, Sunday, April 26. The change was made to conform with the time used in the cities served by the South Shore Line.

At the same time new timetables, showing several minor changes, became effective. Departure time of three late trains out of Chicago was changed. The after theater limited, formerly leaving Randolph street at 11:15 p. m., now leaves at 11:30 p. m.; the midnight train, formerly leaving at 12 o'clock, now leaves at 12:30 a. m.; and the limited train, formerly leaving at 2:15 a. m., now leaves at 2:30 a. m.

Parlor Cars Only on Sunday

Dining cars and parlor cars are attached to trains out of Chicago at 8 a. m., 12 noon and 5:15 p. m., and on trains out of South Bend at 7:04 a. m., 12 noon and 5 p. m., except on Sundays when only parlor car service is furnished. Parlor cars are also carried daily on trains leaving Chicago and South Bend at 10 a. m., and 3 p. m.

If There's a Secret Way to Success in High School Music Contests, Here It Is

There may not be any one way to insure success in Indiana state high school orchestra and band contests—but if there is, it probably is: Ride with the South Shore Line.

The Michigan City High School orchestra, which won first place in Class A competition in LaFayette May 1, traveled to and from the contest in two chartered South Shore Line motor coaches.

Last year the band from the Hammond High School won first in the Class A contest at Elkhart, and Emerson High of Gary won second. Both used the South Shore Line enroute to and from the contest.

Two years ago Emerson's band won first in the state and a special Pullman train was arranged for by the South Shore Line to carry the bandsmen to the national contest at Denver.

Motor coach operators Frank Johnson and L. W. Hills piloted this year's orchestra winners on their trip to LaFayette. Michigan City soloists and the Michigan City saxophone quartette also carried off honors.

PUBLICITY HEAD

Rue VanOuse, telephone operator, has been appointed publicity chairman of the Michigan City Business and Professional Women's Club.

Smith Family Group Wins May Contest

This is the snapshot which won first for Ben Smith in the May photo contest. Seven of his eight children are shown. Only Lawrence John, four-month old baby, is missing. Left to right they are: Mark Hayden, 21; Mary Donna, 18; Janith, 16; James Karrall, 14; Clair Ellen, 12; B. L., Jr., 6, and Alfred Emanuel, 2.

LARGE FAMILY GROUP JUDGED BEST IN MAY PHOTOGRAPH CONTEST

Winner Submitted by Ben Smith; G. Segnitz, Second; Art Edwards, Third

Ben Smith, head of the signal department, carried off first honors in this month's snapshot contest with a splendid photograph of seven of his eight youngsters. It was no trick to get the picture according to Mr. Smith, and his example may lead others to take similar snopshots of their families for entry in the contest.

He picked out a sunny Sunday afternoon and lined up the children in a row at the side of his house, snapped the picture, with the excellent result shown on this page. The photo qualifies for the contest because it shows members of an employe's family.

Picture of Child, Second

A snapshot of his daughter, Marjorie Ann, submitted by George Segnitz, South Shore Line paymaster, was judged second best among the May entries. Like Mr. Smith, Mr. Segnitz snapped this photograph out in his yard on a sunny afternoon. Marjorie Ann, who is three years old, is a charming and personable little miss, as may be seen by looking at her picture on page 3.

Arthur Edwards, of the motor coach division, who is night garage man at Michigan City, placed third with a fine snapshot of two employes of the Michigan City concession. The photo was made in the motor coach driveway just east of coach shed at the Michigan City terminal.

It is time now to be getting in your entries for the June contest. Instructions for the competition were given in the March Pantagraph by Photograph Editor Jack Weber.

Gives Rules For Contest

"The snapshot," said Editor Weber, "must be taken by an amateur, not necessarily an employe, and must pertain to the South Shore Line or a South Shore Line employe. Scenes as well as pictures of persons may be submitted. Photos snapped along the railroad or in the country or towns nearby are acceptable. Pictures of outings, picnics, golf games, children, babies, and a variety of other persons and events should suggest themselves.

"In submitting your snapshot write plainly on the back—name of amateur photographer, the employe and the department where employed, the person or persons appearing on the snapshot, where it was taken and the occasion. Composition of the snapshot, clearness and the expression of the subjects on the snapshot will count in judging."

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POLITICAL AND LEGAL TROUBLES DOG SOUTH SHORE LINE BUILDERS

The Pantagraph is pleased to present the second of a series of articles on the early days of the South Shore Line written by Mr. Kahl of the transportation department. Last month he told of the start of actual construction in 1907, and of the engineering difficulties which were encountered. This month he tells of legal and political troubles of the early days.

By Art Kahl
Correspondent

The landslides and swamps which harassed the builders of South Shore Line between Michigan City and South Bend were not the only obstacles which had to be overcome. During the year 1907 officials of the Chicago, South Bend and Northern Indiana Railway, known in those days as the Murdock Line, sought to halt the work by legal process.

An attempt to secure an injunction preventing the construction of the South Shore Line across the Northern Indiana of New Carlisle was finally defeated by the builders of the South Shore Line.

Meanwhile the grading crews from the east and from the west had made remarkable headway taking into consideration the endless battle with nature. Track materials that had been on order were arriving daily so the steel laying operations were started at the city limits of South Bend and at Michigan City Shops. As this work progressed the construction company leased a steam engine from the Illinois Central Railroad to facilitate the distribution of materials and to get workmen to and from their work.

This engine, designated as the "1187," was manned by Pat Wade, engineer, A. M. Kull, fireman, and Lee Wade, brakeman of New Carlisle and Peter Dreibelbis, conductor of South Bend. The contract for the electrical engineering and equipment was awarded to the Cleveland Construction Company of which Warren Bicknell was then president and they had already sent their supervisory force out on the job to begin activities in their field. E. F. Chapman, William Britt and William Kellogg in charge of the overhead, pole setting and bonding respectively were the members of this party.

The track was built to the city limits of South Bend and the problem facing the officials of the new railroad was how to get into the city proper. This was not an easy matter on account of the skepticism of the city officials of South Bend who doubted that the road would ever be finished and believed a franchise was not merited. F. J. Lewis, attorney for the railroad then proposed that the officials survey the progress of the work. Arrangements were completed and the trip was made June 5-6, 1907. Carriages were supplied to convey the party from downtown South Bend to the city limits where they boarded a train. The party included the mayor and his cabinet, representatives of the press, J. B. Hanna and other officials of the new railroad.

The track at this time was finished only as far as Hudson Lake Station and a detour by the way of the Lake Shore Railroad steam train had to be made to Michigan City where an inspection was made of the activities at that place. The party was then taken into Chicago where they spent the night. The trip convinced the South Bend delegation that the backers of the new railroad meant business and that they chose to put the project over.

The track work was moving steadily on and operations were extended to the stretch west of Michigan City where new engineering difficulties were being met. A great deal of the grading had to be done by men with shovels and wheelbarrows on account of the marshy ground which would not hold up a team of horses much less a steam shovel.

The two crews between Michigan City and South Bend eventually met at a point near what is now the Marquette Station without much ado. A few of the officials were on the ground to witness the connection but no gala celebration was held.

The immediate task at hand now was the ballasting of the track just completed getting it into shape for the operations of trains. The construction company had acquired three more steam engines and these were pressed into service hauling gravel trains from the gravel pit at South Bend and pulling line cars engaged in the construction of the overhead wires. In the early spring, 1908, the track had been finished as far as Dune Park which was later changed to Wilson Station and a number of Michigan Central Railroad engines of the Schenectady ten wheeler type were leased for road service and with them came a number of Michigan Central Railroad enginemen among whom were Sanford Wilhelm, Lane Wilhelm, Sam Lathrop, John Gasper, Otto Kahl, Frank Ehninger, Edward Geideman, Frank Geideman, William Hudson and Arthur Tibbitts. Adventuresome days for these men indeed.

(To be continued)

Clearing the Right of Way

Building a railroad in 1907 through the LaPorte county woodland meant plenty of work with axes, shovels and picks. This view shows the clearing, several hundred feet west of Smith bridge.

SOUTH SHORE LINE WILL HANDLE LARGE SPECIALS DURING MAY

Several large movements from Chicago have been scheduled during May by the South Shore Line passenger traffic department.

A group of 500 girl hikers will use a special train to Tremont May 23; and a church picnic party of approximately 250 will use a special train to Hudson Lake Memorial Day.

A Chicago lodge delegation of 100 will use a special to South Bend May 10, and several smaller groups of 50 or 75 have arranged for outings in the dunes and other points along the line.

ADMIRAL BYRD USES SOUTH SHORE LINE

Rear Admiral Richard Byrd, famed polar explorer and trans-Atlantic flyer, was a patron of the South Shore Line last month. He used the railroad to Chicago from South Bend where he had filled a series of speaking engagements.

Golf Tourney

Clubhouse at Beverly Shores course, west of Michigan City, where "dubs handicap," postponed from May 9, will be staged May 16.

Places Third

Third best photo submitted in the May contest was this from the camera of Art Edwards, motor coach division employe at Michigan City. Ruth Papineau is on the left, Valerie Sass on the right. Both are concession workers.

UTILITY SECURITIES COMPANY ESTABLISHES MICHIGAN CITY OFFICE

Offices have been established on the second floor of the Public Service Building, 526 Franklin street, Michigan City, by the Utility Securities Company of Chicago. George H. McCauliffe is in charge.

The Utility Securities Company specializes in securities of the Midland United Company and its subsidiaries including the South Shore Line, Northern Indiana Public Service Company, Public Service Company of Indiana, etc. It also handles securities of other affiliated companies such as the Commonwealth Edison Company, The Peoples Gas Light and Coke Company, the Middle West Utilities Company and subsidiaries, the Public Service Company of Northern Illinois, the North Shore Line, etc.

WILL ADD TWO COACH RUNS MEMORIAL DAY

Increased service via rail and motor coach between Chicago and St. Joseph-Benton Harbor will be inaugurated Memorial Day, May 30. An early morning coach will leave Benton Harbor station at 6:10 a. m., Daylight Saving Time, connecting at Michigan City with the extra-fast Ft. Dearborn Limited which arrives in downtown Chicago at 8:57 a. m. A second coach, to be added May 30, will meet the 9 a. m. train out of Chicago and arrive in Benton Harbor at 11:55 a. m.

PANTAGRAPH WORKERS HOLD ANNUAL DINNER

The annual dinner given by the South Shore Line for *Pantagraph* workers was held Wednesday evening, April 15, at Mrs. Peterson's tea house at Waterford, southeast of Michigan City. Among those attending were A. C. Tews, Mabel Farber, C. C. Towle, Ed. Williams, Evelyn Kill, Evelyn Behler, W. M. Lloyd, Art Kahl, W. W. Clemmons, Gertrude Barnett, C. H. Jones, Audrey Melson, Pauline Canfield, Gilbert McClelland and Ann Styler of the Midland publicity offices.

Homer Davis of the Michigan City Y. M. C. A., gave a chalk talk before the correspondents. George Wistoff, youthful Michigan City magician, demonstrated his art; and Miss Jean Robinson, a niece of Mrs. Farber, gave two recitations.

Prizes were won by Mr. Davis, Mr. Lloyd and Mrs. Kill. The committee in charge of the affair was Mrs. Farber, Mrs. Kill and Miss Melson.

BROWN COUNTY ART EXHIBIT IN CHICAGO

During May the Hoosier Salon Patron's Association is exhibiting a collection of Brown county paintings in its gallery in the Chicago Evening Post Building, 211 West Wacker Drive. Brown county is south of Indianapolis. Its rugged terrain and comparatively unsettled state make it popular with artists. Next to the Dunes it is probably more frequented by painters than any part of Indiana.

Marjorie Ann Segnitz

George Segnitz earned second place in the May snapshot contest with this picture of his daughter, Marjorie Ann, 3-years old. Judging from her posture she's probably out for a little spring football practice.

SPECIAL ROUND TRIP RATES JUBILEE WEEK

On account of the Jubilee Week celebration in Chicago reduced round trip rates between South Bend and Chicago, and between New Carlisle and Chicago went into effect on the South Shore Line May 9. Round trip tickets selling at fare-and-a-half are good going to Chicago until midnight May 16 and returning up to midnight May 21.

Before the Tracks Were Laid

Here's the cut between Smith Bridge and Tee Lake in 1907, waiting for the ballast. This is one of several pictures showing construction of the South Shore Line between Michigan City and South Bend which were loaned by Elsie Carlson of Michigan City.

THE PANTAGRAPH

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SOUTH SHORE LINE Employes
EDITORIAL OFFICE:
114 East Eleventh Street, Michigan City, Ind.

GILBERT McCLELLAND ..... Editor

Vol. V **MAY, 1931** **No. 5**

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive **The PANTAGRAPH** ***by mail at home.***

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State Regulation and Holding Companies

(From a series of advertisements published in Indiana newspapers by the Midland United Company of which the South Shore Line is a subsidiary)

When public utility service spread across the boundary lines of municipalities to reach those who lived on the outskirts of cities and towns and on farms, and to interconnect neighboring communities, state regulation came into being. Otherwise there would have been no regulation of utility service except local control by cities and towns. This would have been discriminatory.

When the constantly increasing demand for service made it difficult for local utility companies to raise capital for necessary expansion, the holding or investment company came into existence. The pooling of resources and the joining of adjacent cities and companies by electric and in many instances with gas transmission lines, made possible by holding company control, brought to the people of Indiana and other states better utility service and at lowered rates.

State regulation of utilities and the formation of holding companies have been a natural economic development through which the public is benefited.

Without state regulation there would have been no governmental supervision of utility service and of rates charged to customers outside of municipalities.

Without the development of holding companies, operation of most utility companies would have been restricted to single communities or small groups of towns. There would have been natural barriers to the expansion of utility service. This would have restricted the growth of communities because industrial development is dependent upon adequate and reliable public utility service.

Some people seem to think that now, since electric transmission lines cross state boundaries, state regulation is no longer sufficient and that some form of federal regulation is necessary. There is a great difference, however, between electric transmission lines crossing city or county lines and crossing state lines. Generally speaking, public utility operating companies confine their operations almost wholly within states. They are essentially local institutions. In 1929 only 11-8/10 per cent of all the electrical energy generated in the United States was transmitted across state lines. Moreover, the fact that energy has been transmitted across a state line does not of itself prevent the state government from regulating the rates at which such energy is sold to customers.

Some people think that holding companies should be regulated. Holding companies, however, are merely investment companies. They control public utility operating companies only through ownership of their stock. The issuance of stock of operating companies is controlled in this state by the Public Service Commission of Indiana. No stock of an operating company is authorized without a requirement by the Commission that the money received through the sale of securities will be spent for improvements to the plant and property of the company.

Rates of operating companies are controlled by the Commission. Rates are based on a fair valuation of a company's property, and are fixed at a level which will permit the utility company to earn only a reasonable return on such a valuation. It will thus be seen that the earnings that a holding company can receive as a stockholder of an operating company are directly controlled by the Public Service Commission.

The Spirit of the American People

I cannot think of any American men or women preeminent in the history of the nation who did not reach their place by toil. I cannot think of anything that represents the American people as a whole so adequately as honest work. We perform different tasks, but the spirit is the same. We are proud of work and ashamed of idleness.—Calvin Coolidge.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."
—R. H. L. in "The Line"

THE IDEA!

Lady—A pair of shoes for this little girl.
Clerk—French kid?
Lady—I should say not. She was born right here in the United States.

! ! !

It is told that when a Chicago-bound Englishwoman rushed from the boat to Grand Central station and was asked by the clerk if she wanted to go by Buffalo, she answered, "Certainly not; by train."

! ! !

MERCILESS TRUTH

Observed on the wall over the bar of a New York speakeasy: "You can't make very good time on the road to ruin nowadays—the traffic is terrible."—Walter Winchell.

! ! !

Grandma: "Doesn't that little boy swear terribly?"

Grandson: "Yes'm, he sure does. He don't put no expression in it at all."

! ! !

Sandy, who owned a picture theater in Aberdeen, went to London to get some ideas for advertising. While in London he noticed a sign over a movie house which said: "All persons over 80 will be admitted free!"

"Just the thing!" he thought to himself.

After his return to Aberdeen he put this notice on his theater box office:

"All persons over 80 years of age will be admitted free—if accompanied by their parents."

! ! !

THE BIG BOSS

"Who is really the boss in your house?" inquired the friend.

"Well, of course, Maggie assumes command of the children, the servants, the dog, the cat, and the canary. But I can say pretty much what I please to the goldfish."

! ! !

Judge: "Who was driving when you hit that car?"

Drunk (triumphantly): "None of us, we were all in th' back seat."

! ! !

Customer—"Aren't you wasting a good deal of that steak in trimming it?"

Butcher—"No, madam; I weighed it first."

! ! !

NOT THAT KIND

Tramp at Rear: "I'm hungry—I got an awful headache."

Cook: "What you need is exercise. Why don't you take our axe and get at our woodpile?"

Tramp: "I ain't got no splitting headache."

! ! !

First Little Girl: "Do you believe there is a devil?"

Second Little Girl: "No! it's like Santa Claus; it's your father."

! ! !

ANOTHER VIEWPOINT

"Grandpa, were you in the Ark?"
"Why, no!"
"Then, why weren't you drowned?"

! ! !

She was the kind of woman who could be relied upon to say the wrong thing wherever she was. At a recent dinner she turned to her neighbor and said:

"Doctor, can you tell me who that terrible-looking man is over there?"

"I can," replied the medical man. "That is my brother."

There was an awkward pause while the woman racked her brain for something to say. The doctor was enjoying her discomfiture.

"Oh, I beg your pardon," she stammered, blushing. "How silly of me not to have seen the resemblance!"

Freight

Ed. Williams
Correspondent

The regular monthly meeting of the South Shore freight agents was held Thursday, April 16, in William Petersen's office at Chicago. New officers were elected as follows: H. C. Larson, chairman and E. S. Morgan secretary. The business meeting was adjourned at 3 p. m. and Mr. Petersen then escorted his guests to the Chicago Lighting Institute in the Civic Opera Building where many valuable pointers were gained on the art of lighting the home, office or store. The next point of interest visited was the Chicago Daily News Building. After observing the magnitude of this great newspaper plant, the visitors can well appreciate the labor necessary in editing and publishing a metropolitan "daily." The next "regular stop," and it surely interested everyone, was the Chicago Traffic Club, where a very fine dinner was enjoyed. The concluding episode was a trip, in the evening, to the "NBC" studio in Merchandise Mart. Now we know how they get the effect of applause, trains pulling out of a station, etc. It was a day long to be remembered and we take this opportunity to again thank Mr. Petersen for his gracious hospitality.

Joe Friedline, cashier at South Bend, had a serious automobile accident recently. Joe was uninjured but both his mother and father were less fortunate and they will be confined in the hospital for several weeks.

Walter Weber has moved from Michigan City and is now a resident of South Bend.

Chester Moyer was the recent victim of a "man-size" boil on his neck. Someone told Chet to put some hot water in a bottle and put the mouth of the bottle over the boil to draw it out. His informant advised that the operation would be painless. He is now looking for the gentleman, and we believe, he has a gun on his hip.

Jim Colton resigned as clerk at Gary freight and has returned to Canada. A. L. Kahl succeeds him.

C. L. Mason, chief clerk at Gary, attended a Lions Club "smoker" at Brooks, Ind., recently.

The entire force at Gary freight attended the theatre in Michigan City recently. Will Rogers and the Connecticut Yankee was the attraction.

Cupid's arrow has had deadly effect at Hegewisch freight station during the month of April. Glen Ogier went to Flint, Mich., and brought back a wife April 11 and on April 29 Steve Jachna married the daughter of the mayor of Calumet Park, Ill. Steve will probably enter politics later on. We understand that Henry Larson was master of ceremonies, than whom there is none better. Henry was the first guest to dance with the bride and we are told that he is just as handy at dancing as at playing golf.

Andy Popp, freight house foreman at Gary, is now busy with his garden. He has a new variety of strawberries. Says they grow on bushes like currants. He intends to sell the berries by the dozen instead of the box.

And last but not least, so far as Gary is concerned, Gary will celebrate its 25th anniversary June 4, 5, 6 and 7. Scotty Morgan is going to lead the parade.

The freight office force at Hegewisch have moved from the second to the first floor. Henry Larson is trying to rent the second and third floors for a "peewee" golf course.

Signals

Evelyn Behler
Correspondent

W. F. Auch and a couple of friends (Sam Sadler and Kickush) spent last Sunday fishing at Hogs Lake. They stayed there half the night but did not catch a fish. Better luck next time.

Donna Smith has entered the college scholarship examination for the Samuel Insull Scholarship at Mundelein College.

Mr. Rotzien's father passed away after a brief illness. The Signal department wishes to extend heartfelt sympathy.

Concessions

Ethel Ward
Correspondent

Leon Owen of Gary has already joined the ranks of the vacationists and is spending two weeks in the Kentucky hills. During her absence Faye Miller is taking her place as railway clerk.

Ruth Hutton has transferred her affections from South Bend to Gary and is now a member of the concession group at Gary.

Rhea Ebert of the Michigan City concession spent the week end of April 12 at the home of her grandmother in Detroit, Michigan.

Phyllis Manson, a former employe of the Michigan City concession, was the dinner guest of Doris Graham of Michigan City in Chicago last week. Miss Manson is now attending school in Chicago.

We have a great-aunt in our midst at Michigan City concession — Miss Anna Drolma. She has a grand nephew, born April 13. We wish to congratulate the new arrival on his choice in aunties.

Mae Killingbeck is the new member of the concession group at South Bend.

Accounting

Mabel Farber
Correspondent

An April 11 Erna Rudolph (Passenger Accounting Department) and Joseph Rose (Freight Clerk) were married at Blue Island, Illinois. Apparently they wished to keep it a secret, but rumors were soon circulating about the office. The happy pair have gone to housekeeping. Mrs. Rose discontinued her services here April 23 and the girls presented her with a beautiful end table and lamp.

Ethel Miller has assumed the duties of stenographer in Mr. Hansen's department in the stead of Erna Rudolph.

Claude Fritz, formerly of the Car Accounting department, is now a member of the Passenger Accounting department, handling accounts of the flourishing Commissary department.

The Third Annual Golf Tournament will be held at Beverly Shores Country Club on May 9. Members of the various departments have entered. Lloyd Bantz, F. G. Williamson, Kenneth Kimmel, Fred Mitchell, Mac Bernethy, and E. H. Utley are the entries from the accounting department. [Postponed to May 16. Ed.]

Lea Hennard is a victim of poison ivy. She was enjoying the lovely spring weather by picking flowers and she strayed too near the poison.

The Pantagraph dinner was much enjoyed at Mrs. Peterson's on the road to LaPorte. Those who did not attend missed not only a splendid dinner but also a fine entertainment.

Marianne Haller, daughter of Mr. and Mrs. Geo. Haller, arrived at St. Anthony's Hospital April 19, weighing 9 pounds. Thanks, Jim, for the candy, and cigars.

Grant Stein was temporarily employed in the Car Accounting department during the month of April to take care of the increase in business during the month of March.

John Sack has been promoted to the car accounting department, leaving Isadore Barnberg in charge of the stationery storeroom.

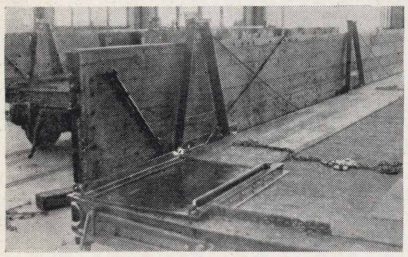
Norman Zeese, who for several years has so ably performed the duties as

Newlyweds

Employes of the South Shore Line joined in wishing happiness to Mr. and Mrs. Joseph Rose last month when announcement of their marriage, April 11, was made. Before her marriage Mrs. Rose was Erna Rudolph of the passenger accounting department. Mr. Rose is employed at the Michigan City Nickel Plate interchange.

ALONG THE SOUTH SHORE LINE

Locks Trailers



Interior of gondola used in carrying trailers between South Shore Line freight terminals. A special device for holding the trailers in place and a runway to guide the wheels of the trailer in loading and unloading are shown. These were developed by shops employes in Michigan City.

office boy, now assists Isadore in the stationery department.

The new office boy is Maynard Allison.

The vacation lists have been going around so we should have some trips to write about soon.

Traffic Department

C. L. Binger
Correspondent

Ruth Mechner might claim title to the news item of the month. Looking up casually one day, she saw an automobile parked on her foot. She tried to push it off, but it wouldn't budge. No damage done, however, and she is on the job. The clumsy man who trespassed on her foot was justly scolded.

May Ooms says it is old, but the blue frock which she wears so well looks new to the correspondent.

Since Larry Preston's manly physique and handsome physiognomy came under the scrutiny of so many of the members (la femme) of our other departments, and with such good effect, we hesitate, lest we lose his good offices. Some fair lady is liable to vamp him away. His qualifications are numerous and sundry, as Larry is an accomplished musician. He has appeared before many crowned heads. Haven't heard just what instrument Larry has mastered, but he is a very proficient musician.

Jack Fraunberg moved his castle and is settled again. Can't name the address of his new domicile, but it is still in Chicago.

John Kilnowitz has associated with Mac for so long he is acquiring a few Scotch habits. Bought three shirts and paid for them and the vendor failed to deliver. When confronted with the fact, he talked the three up to five. Good ole Johnny. What's the secret, I'd like to use it on a shipper.

W. R. Jones, the proud papa of two all he boys, has found it necessary to drop his chest to his waist line. Just a little too chesty about his accomplishment. We pardon the paternal pride, however, cause the sample displayed promises good material for Notre Dame's future four horsemen. We will try and get copies of two pictures for early publication.

Speaking of paternal pride, reminds us that "Les" Hodgetts has been doing some bragging. We hear things of Goliath—what a Boy.

We don't know the object of interest, but Floyd Metzger must have been looking very intently. Looked so hard he snapped the bridge on his glasses.

Frank Newman came in from Memphis with a long list of car numbers and a bad case of spring fever. Says it's sho' nuff spring time in Dixie—Yas suh! You all mightn't know it, but Dixie is having its mellowing influence on Frank's Chicago English.

Roy McIntosh, recently graduated with monicker of MT&TA, has new experiences to relate. He expects to grow chin whiskers long enough to curl and start chewing tobaccy. Served his country as an eminent jurist during the past month—but served mankind better, in that no suffering culprit was cast into ye dungeons. Mac—being thrifty, decided it was rather expensive feeding State boarders free.

The Sun has moved higher in the heavens, and with its approach, the wee shadow on the correspondent's lip has flown, even as the wild things flee northward in the Spring time.

Gary Offices

C. C. Towle
Correspondent

Claims Attorney Seabright was denied the pleasure of the company of Mrs. Seabright and daughter, Sally Ann, upon his return trip from the East because Sally had the chicken pox. Mrs. Seabright remained behind with Sally, allowing her husband an opportunity to enjoy the status of bachelor once more. Sally has now fully recovered and Mr. Seabright has his family with him again.

J. A. Sweeney recently made a business trip to Indianapolis and Greenville, Ohio.

A number of the joint-employes at the Gary offices attended a successful card party held on April 30 under the auspices of the Public Service Club, Gary Railways employe organization. South Shore Liners attending were Mr. and Mrs. J. A. Sweeney, Miss Berniece Hoffman and the writer from the Claims Department; Mr. and Mrs. W. A. Pipher and Miss Ann Podge of the Statistician's office; and Miss Ann Ihnat of the telephone department.

Owing to the illness of her mother, Olive Hummer has been doing double duty with secretarying in the daytime and caring for her mother and the home during the balance of the time. Her mother's health is improving.

The writer has been obtaining a great deal of enjoyment and satisfaction out of a new duty assigned to him; namely, that of trying some of the smaller law suits in which the companies are seeking compensation for the damage to equipment sustained in accidents where the company was not at fault.

Shops

A. C. Tews
Correspondent

The new shop grounds have been beautified with numerous shrubs, hedges and evergreens. Nine fine maple trees have been planted. A sprinkling system has been installed. It is equipped with rotating sprinklers which will, with proper pressure, cover a circle 45 feet in diameter. This will eliminate handling long hose lines to care for the lawn. The north bank of the overhead on Roeske avenue has been sodded for a considerable distance, thereby eliminating washouts and greatly improving the appearance of the overhead approach. The lower part of the fill and the shop lawn spaces have been seeded and will present a good appearance in the near future. Several large flower beds have been prepared by our "gardener" Geo. Blockno and no doubt will be beautiful.

Earl Atkins, armature winder, has "turned in his Chevie," we believe because he has been using a new mode of travel. We wonder what difference he had to pay for his new bicycle.

J. W. Strawser, chief inspector at Gary terminal, combined business and pleasure recently when he made a trip to Garrett, Ind., his old home.

Last, but not least, the Venetian blinds have been installed on our office windows, making a very neat appearance in addition to being very efficient in diffusing the sun's bright rays which otherwise had full access to our office through the large windows on the south and west sides.

Master Mechanic W. H. Ragsdale is driving a new Buick eight, finished in dark green. He says it is very difficult to keep it below the 40 M.P.H. mark.

Miss Audrey Melson, stenographer in the mechanical department, spent a week end at LaFayette recently visit-

ALONG THE SOUTH SHORE LINE

ing with friends at the Alpha Xi Delta sorority house. She attended the sorority formal dance Saturday evening.

Mr. and Mrs. John Inman drove to Portland, Ind., near Muncie, recently, visiting Mrs. Inman's brother and family over the week end.

VISITS IN WAYNE

Fred Raska, Michigan City shops, and family recently made a trip to Wayne, Mich., in Fred's model "T" Ford. It was predicted the car would need overhauling on the trip but such was not the case, since he made the journey in 6 hours and 30 minutes. It was reported the dealer wanted to buy it back for twice what Fred paid, but Fred refused.

Motor Coach Division

Evelyn Kill
Correspondent

L. W. Hills, who has been on a leave of absence during the past three months, most of which he spent in St. Louis, has returned and is now working on the extra board.

Glenn Wade takes the prize for being the "victim" on April Fool's Day. On his first run from Michigan City, he was stopped by a cop near New Buffalo, and when asking what the "charges" were, the cop said "April Fool" and motioned for him to go on. Then when he got to Benton Harbor, someone had left a message for him to call a certain number. Of course, he called the number right away, and the following conversation took place:

Voice on phone: Sheriff's office.

Wade (thinking that the cop who had stopped him had reported him): This is Wade, did you call me?

VOP: Who is it?

Wade: Glenn Wade, bus driver for the South Shore. I have a message here that you wanted to talk to me.

VOP: Just wait a minute, I'll ask if anyone around here called you.

(A pause of about three minutes.)

VOP: Hello! Ha! Ha! Someone must be April Fooling you.

Exit Wade, feeling like "two cents."

Norman Micheal didn't escape from the April Fool "bug" either. A fun loving fellow employe called him to come to work early in the morning, and when he got there he did not have to go out.

Mrs. David Schmidt, of our New Buffalo Agency, together with her mother, Mrs. W. F. Coonrod of Michigan City, motored to Monticello, Ind., last month and spent a few days with her sister, Mrs. David Hoffman.

W. E. Sanders, who was off for about two weeks with a touch of pneumonia, is back on the job again.

The past two week ends have been busy for our operators, as we have had about four or five specials each week, some of the larger of them being to Muncie, Lafayette, Ann Arbor and Chicago. Paul Wadley and William Austin, two of our ex-operators, came over from Hammond to help out.

Electrical

J. F. Scrivnor
Correspondent

Glenn Westphal, one of our former line helpers, is now working for the Northern Indiana Public Service Company in Michigan City.

Guy Hunt has been seen pitching baseball out on the lot evenings. He has all the appearance of entering spring training.

Ed Rach is building a home. You know, girls, Ed is a bachelor, so look out. Rach is one of the old time line helpers.

J. F. Scrivnor and family spent the day in Chicago, Saturday, April 25, to see the Sox ball game but as it rained decided on a show. A good time was had by all.

The Line Department is still plugging along trying to keep everyone happy. Along the line we are getting along with very little trouble due to the fact we have been busy with maintenance this spring.

Transportation Notes

C. G. Scuffham
Correspondent

Dan Haley, agent at Randolph street, is enjoying a few days relief, no doubt getting rested up for the rush of the summer business which will soon be flowing through his station.

Relief Agent A. H. Kahl has started on the summer vacation relief of freight agents and clerks. Thus far Chester Moyer, J. W. Friedline and H. Chouinard of South Bend freight have been relieved. H. C. Larson, Hegewisch freight agent, is next on the list.

Congratulations are extended to Joseph C. Rose, yard clerk at the Nickel Plate transfer and Erna Rudolph, formerly of the accounting department, who were quietly married a few weeks ago.

Ticket agents and clerks who have been in the service one year or more are to be granted a vacation of one week, and all are eagerly looking forward to the fun they will have.

Book of rules examinations for trainmen have just been completed. Classes composed of from 10 to 30 trainmen attended at Randolph street, Michigan City and South Bend.

Maintenance

W. M. Lloyd
Correspondent

John Weber was confined to his home in Hammond with a severe case of quinsy sore throat.

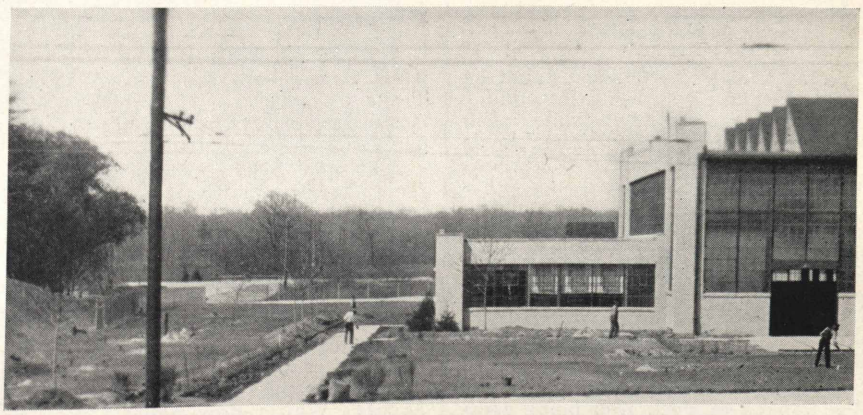
Al Boller and the wife spent the week end in Evanston.

Virginia Burgess' thirteen year old brother, Richard, fell from the second floor to the first over the stair railing, and suffered a skull fracture. At last reports the young man was resting easily and making a rapid recovery.

Our old friend, George Burkett, was around to see us the other day. George is pinch hitting as tax assessor during the slack season.

The third annual Golf Tournament which is known as the "Dubs Handicap" will be held Saturday, May 16 at Beverly Shores Country Club. Scores

Landscaping at Shops



New sod, grass seed, shrubs, trees and automatic lawn sprinklers are being put in on the grounds of the new shops at Michigan City.

will be figured on a blind bogey basis for which several prizes will be awarded following the tournament.

Walter Weatherbee has recovered and is back on the job again as foreman of his old section at Smith.

George Blocknow started some intensive landscaping between the buildings but some one tried to throw a monkey wrench in the works by stealing George's hose. A new hose has been conscripted and the garden saved.

John Hubenthal is happy. Before long he is going to dump cars and cars of ballast and raise several miles of track and be very busy. That is what makes John happy, he likes to be busy.

General Offices

M. J. Naughton
Correspondent

Some one has said that "Mother Nature does her house cleaning on a large scale. That she sweeps the world free of foul gases and pockets of air by applying the winds of March. Next she washes Sky and firmament with the rains of April. Then she lays new carpets of green and flowers in May—and she is then ready for the business of Summer."

They romance about "Apple Blossom Time in Normandy"—and one reads of the travelers who go down to Washington to view the beautiful Japanese Cherry Trees along the Potomac—but oh, how much they are missing when they do not see the gorgeous blossoms in Michigan in Springtime. One often hears "Ain't God good to Indiana," and we can truthfully say yes, and especially at this time of the year, when we are so close to Michigan. A delightful trip on the South Shore Line motor coaches, manned by courteous and careful drivers, takes one into Fairyland. The first week in May known as "Blossom Week" in Michigan is an event that fully justifies all the advertising it gets. Get out of the old rut, and run up into Michigan and see that eye-satisfying, soul-feasting, glorious riot of blossoms of the Cherry, Pear, Apricot, Crab Apple, Peach and Apple trees in these glorious early May days. Take a ride on the South Shore from Chicago along the Dune-skirted section and look at Nature unfold her leafy trees, and bursting buds, and dogwood blossoms. The fields a riot with cowslips and buttercups, and dog violets. By all means get out and take a walk through the woods.

Wallie Lloyd was telling us that he has the meanest gold fish in creation—one that he was actually ashamed of in the presence of company. The Lloyds have one of the prettiest rock gardens around these diggins—and the other night Wallie got a nice big fat squirmy worm, and in the presence of his guests, called to his gold fish to open its mouth and swallow said worm. And in Wallie's own words: "That darn old gold fish air-planed clean to the other side of the pond, so fraid was it of the worm."

My, but it looked good to see Jack Weber back to work after being away from the office for several days with an attack of quinsy. We all missed his jovial smile, and were glad to see him return. Jack is a very busy man these days with all the construction work going on.

Little Georgianne McKinley says she likes Michigan City very much, "cause her mother was borned here." The little miss is enjoying her suburban home and is fast becoming acquainted with Claire's old friends. Mrs. Claire McKinley and little daughter moved from Gary last week to make their home with the Grubbs family at their beautiful South Franklin street residence.

If you can imagine anything niftier than the bright new yellow roadster that Mildred Larson drove to the office one day last week. we would like to know what it is. Chic Mildred and the nifty little roadster were a "wee small style show" in themselves.

We were so glad to greet Lilah Thompson the other evening at the Michigan City Station. Lilah certainly is looking fine after her rest.

Walter Anderson, chief clerk in the purchasing department, who was confined to his home for several days on account of a severe cold, feels very grateful to the girls in the South Shore offices who so generously remembered him with gifts of flowers and candy.

John Kabacinski, one of the "old timers," who recently underwent an operation at St. Anthony's Hospital, was a caller last week, and we were all so glad to greet John who is now feeling so much better, and so much like his own cheerful self. He expects to be able to return to his work in a few weeks.

We received a hearty greeting from Mrs. Ray Glassman one day last week. She was on her way to Chicago and was looking very resplendent in her spring toggery. Remember her? Little Imogene Hasemeyer, formerly stenographer in the mechanical department, familiarly known to the crowd as "Energine."

And along this same line, might almost be called an office reunion, for we met Mrs. Charles Ludden pushing her Pullman stroller with her darling twins—same old Marie Kelley—not a day older—not a pound heavier—same old sweet engaging smile—same cheerful "Kelley"—looking as she did three years ago.

And we often meet Earl B. Stover who is now with the Chicago Rapid Transit Company. They tell us Earl is studying subways and one of these days will be "heard from."

And then there is Marshall Leach—remember Marshall when he was timekeeper in the Line department? Marshall, now known to fighting fans as "Gary Leach," has rapidly forged to the front and carries the title of champion middleweight of the West.

And aren't we glad to see Walter Eggert every now and then. Remember Walter when he was the obliging and courteous South Bend ticket agent? Walter now holds a very responsible position with the Radio Corporation of South Bend.

And with a box of the most delicious candy were we informed of the arrival of little Marienne Haller, the daughter of smiling "Jim" Haller. We all wish you an abundance of the very best the gods have to provide for the future of the little girl. Jim says his first present to wee daughter was a pair of roller skates.

Gosh that Accounting Department is always putting one over on us. And on a Monday morning fine and fair did Erna Rudolph smilingly pass the candy with the remark, "Have one on us, Joe and I were married Saturday." Just as nonchalantly as that! It used to be a time of great preparation, white dresses and veils and "Here Comes the Bride"—now it's a case of getting married Saturday afternoon and back to the office Monday. However, Erna has resigned and is busily engaged in furnishing a beautiful apartment for herself and hubby, who is none other than Joseph Rose, the Nickel Plate yard clerk, and son of our freight agent at Michigan City, Charles Rose. The girls handsomely remembered the couple with the gift of an end table and beautiful lamp. Long life and happiness to you both!

Next month I will be privileged to report an engagement of a very popular young South Shore man. He is to present the ring to his girl next Sunday. She lives in Chicago, but in the Fall when they come to Michigan City to make their home we will gladly welcome them to our city. You'll be surprised? Now, guess, who? And then they say a woman cannot keep a secret.

Florence Barney, the oldest in point of service but one of the youngest as years are reckoned, of the Michigan City concession girls, is taking a well-earned two weeks' rest. Gosh, Florence, how we miss you. Don't have any one to tease these fine mornings! So please hurry back, for your smile is contagious!

"It doesn't pay to be crooked—even the corkscrew is out of a job!"

Have you seen Ada Milroy, another of the very efficient concession girls at Michigan City, in her nifty light blue suit and beret? You would hardly recognize her, for she looks so "growed up." Some looker, that kid. Well, look where she came from. Kentucky, famed for its good looking women.

A very interesting item in the local newspaper reads: "Sax quartet wins contest." Alva Parsons, John Staiger, Herman Burger and Glen Swartzell, who comprise the Michigan City high school saxophone quartet were awarded second place in a contest in Valparaiso. As a result of this victory the four boys will enter the State contest in Lafayette next Friday. Alva is the only child of Alva B. Parsons, our traveling motorman. Oh, those sons of South Shore men, they are always taking leadership in whatever their tastes incline them.

They tell me Jimmy Jones for the time being has deserted his love of automobiles, and on the Boggs Field one hears his shouts of joy as he puts one over the plate. Atta Boy!!

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 JUNE, 1931 No. 6

RAILROAD EMPLOYES SELL SECURITIES OF MIDLAND UNITED CO.

South Shore Line employes are now engaged in a campaign to sell common stock of the Midland United Company. This company is the investment or holding company which controls the South Shore Line, the Northern Indiana Public Service Company and a number of other important utility properties operating chiefly in Indiana. Employes are authorized to offer these securities to the public either for cash or on a payment plan, the price to be governed by the current market. The stock is listed on the Chicago Stock Exchange and is now quoted around $19 per share. The installment plan provides for a down payment of $5 per share and the balance at $2 a month. Six per cent interest is paid on payments and the common stock itself is on a six per cent dividend basis, dividends being payable in common stock.

To Finance Expansions

The campaign is being conducted at this time to expedite the financing of a wide expansion program which the Midland United Company is carrying on this year. This program includes numerous construction projects which will add to electric, gas and transportation facilities, and also includes the acquisition of important operating companies.

Operation of one of these, the Gary Heat, Light & Water Company, under control of the Midland United Company, began May 9. This company supplies electric light and power, gas and water service in Gary, a city of 100,000.

The Midland United Company has contracted to purchase first mortgage bonds of the Terre Haute, Indianapolis and Eastern Traction Company, ownership of which will bring control of the Terre Haute Traction and Light Company. This company supplies electric light and power and street railway service to Terre Haute, a city of 62,800, and environs.

Subsidiaries now serve 820 communities in Indiana, Ohio and Michigan with a total population of 1,711,446. In addition interurban lines of subsidiaries have terminals in Chicago, Indianapolis and Louisville, providing regular service to a population of 4,048,344.

ON A. E. R. A. COMMITTEE

E. H. Utley, Jr., general auditor, South Shore Line, was elected to membership in the executive committee of the American Electric Railway Association at a meeting of the accounting section May 11 in Pittsburgh.

CARD OF THANKS

The family of Mrs. E. L. Haynes wish to thank the employes of the South Shore Line for the sympathy shown during their bereavement.

A. L. HAYNES.

GOLF TOURNEY, JUNE 20

The Michigan City Country Club will be the scene Saturday, June 20, of the year's second South Shore Line employe golf tournament. A nominal fee is charged. Those interested should get in touch with James Mallon or Frank Winegar at the general offices.

SUMMER TIMETABLES EFFECTIVE JUNE 27

Summer schedules, showing extra train service week ends between Gary and Michigan City, will become effective on the South Shore Line June 27 and remain in force for the duration of the vacation season.

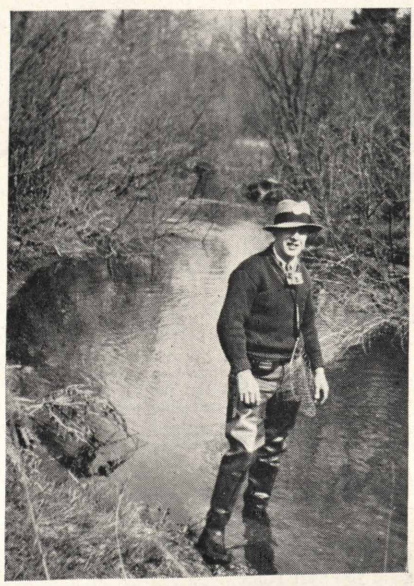
The revised timetable will also show several additional motor coach runs between Michigan City and Benton Harbor, with extra service week ends.

Each Saturday from June 27 to September 5, trains out of Chicago at 1:30, 2:30 and 3:30 p. m., which ordinarily operate only as far as Gary, will continue to Michigan City.

Similarly on Sundays during the period between June 28 and September 7, trains out of Chicago at 8:30, 9:30 and 10:30 a. m., will continue to Michigan City.

Returning, Sundays, extra trains to Chicago will leave Michigan City at 6:05, 7:05 and 8:05 p. m.

First



Motor Coach Operator A. F. Tomsheck won first in the June snapshot contest with this entry. It is of Motor Coach Operator E. W. Jenkins, taken on a fishing trip in Michigan.

TOMSHECK, LOWE AND FRAUNBERG SEND IN WINNING SNAPSHOTS

An employe of the motor coach division of the South Shore Line won first in the June snapshot contest being held for *Pantagraph* readers. He is A. F. Tomsheck, coach operator, who took a camera along on a recent fishing trip into Michigan and turned in a winning photo of Motor Coach Operator Eugene W. Jenkins.

"This is one of the finest snapshots submitted during the contest," said Photograph Editor Jack Weber. "The beautiful wooded scenery in the background, the focus, and the lighting, all are especially good."

The second best snapshot this month was sent in by Freight Car Inspector John Lowe. It is of his daughter, Deloris, taken at the top of one of the highest hills in the west dunes.

Fraunberg Third

J. B. Fraunberg, passenger representative, whose office is in Chicago with the traffic department, sent in the third best picture for the June contest. It is also of a child, his daughter Betty Lou in the wagon drawn by the goat. Betty Lou is five years old.

A number of excellent photographs were received this month and it has been decided to hold them over for entry in the July contest. Now is a splendid time of year to take pictures. Get out the camera one of these sunny Sundays and see what you can do. Entries for the July contest should be in the hands of the editor not later than June 20. If you can't get your pictures in that soon send them anyway, and they will be entered in August.

SPRING, 1908, SEES ROAD NEARLY BUILT

This is third of a series of articles by Mr. Kahl on the early days of the South Shore Line.

By Art Kahl
Correspondent

By late spring, 1908, the Chicago Lake Shore & South Bend Railway was nearing completion. It was believed that service between South Bend and Michigan City could be started by June, and work on the right of way between Michigan City and Gary was being rushed. Facilities for coal and water to supply the construction engines were limited and it was nip and tuck to keep them operating. Overhead wiring was being hurried and several men, including Dick Wende, Frank Scrivnor and Harry Wiesner from the W. B. & A. Electric, were hired in supervisory capacities.

On March 10, 1908, five interurban coaches, costing $18,000 apiece, were de-

(Continued Page 2, Col 3)

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
116 E. 11th St., Michigan City, Ind.
GILBERT MCCLELLAND.....Editor

VOL. V JUNE, 1931 No. 6

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Increased Taxation of Utilities Affects All Customers

Advertisement of the Midland United Company.

Out of every dollar paid by a patron to a public utility company or a railroad, a substantial part must be used to pay taxes. Taxes are a part of the cost of service, and taxation of public utilities and railroads is therefore of vital importance to all users of their services. The first semi-annual bill for taxes assessed in 1930 has recently been paid. Real estate and personal property taxes paid this year to governmental agencies in Indiana by public utility companies in the Midland United Company's group will aggregate $3,539,657.70. These taxes go for the support of state, county and city governments and the public school system. In addition, the utility companies in this group pay a large amount in indirect taxation, such as license fees on more than 1,000 motor vehicles, gasoline tax, fees on security issues, special assessments and other forms of supplemental taxation.

Taxation of public utility companies in Indiana has increased rapidly during the last few years. Despite the fact that the public utilities already pay millions of dollars into the treasuries of the various governmental agencies of the state, recent attempts have been made to increase the tax burden. At the 1931 session of the Indiana general assembly, bills were introduced which if enacted into law would have increased the expenses and cost of electricity to every user in the state, retarded the use of electrical service and discouraged the future growth and development of the state. The proposal to place a tax on the kilowatt hours of electricity sold, which the state legislature wisely did not approve, would have compelled every user of electricity, large and small, indirectly to pay additional taxes into the general funds of the state, while those not using electricity would not be so taxed. This naturally would have curtailed the use of electricity. The decreased consumption would have made it impossible for the electric companies to continue their policy of reducing rates and the cost of doing business would have been increased for every manufacturer and business man.

Another bill proposed a tax on the poles of the transmission lines of the electric companies. Such a bill if enacted into law would have hampered future extension of transmission lines and interconnection of communities, thereby curtailing a program which has resulted in greatly improved service throughout the state. It also would have obstructed the extension of electric service to the farm by making the cost of extending lines in the rural sections of the state practically prohibitive. Burdensome taxation schemes of this sort are not in the true interest of the commonwealth. Only as its public utility companies are given freedom to grow can Indiana go forward as an industrial state.

Second

This photo was judged second in the contest. It is a picture of Deloris Lowe, daughter of Freight Car Inspector John Lowe, snapped atop one of the highest hills in the west dunes.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

They were in the elevator, and he was evidently her boss:

Says she: "I picked the last two weeks in August for my vacation, thinking I would get Labor Day and I got fooled. When I looked at the Calendar I found that the first Monday in September is the 31st of August."

! ! !

Don't worry if your job is small,
And your rewards are few;
Remember that the mighty oak
Was once a nut like you.

! ! !

BETTER TEAM WORK

"Is your wife having any success in learning to drive the car?"

"Well, the road is beginning to turn when she does."

! ! !

"Do you mean to say," asked the magistrate, "that such a physical wreck as your husband gave you that black eye?"

The woman smiled proudly.

"'E wasn't a physical wreck, your worship," she said, "till 'e gave me that black eye."

! ! !

Guest: "Let's have some ginger ale."
Waiter: "Pale?"
Guest: "No, just a glass."

SPRING, 1908, SEES ROAD NEARLY BUILT

(Continued from Page 1, Col. 3)

livered. Geared for a speed of 72 miles per hour, these coaches, with their snappy appearance, were the talk of the folk for miles around. "The coaches," according to newspaper accounts, "were richly appointed with spacious baggage, smoking and passenger compartments, two toilet rooms with the finest and best of railroad plumbing."

The new power house built at Michigan City primarily for furnishing power to the railroad was completed early in 1908 and was in charge of Alex Jardine, chief engineer and Claude Musser, superintendent. Its output at first was sold to industrial and home consumers. After completion of the railroad between South Bend and Michigan City its capacity was increased to furnish power through a 33,000 volt line to substations of the railroad located at Cummins and Winkler in South Bend, Terre Coupee, and at Vail Street and West 10th Street in Michigan City where it was stepped down to 6,600 volts and tapped to the trolley wire.

As the overhead was energized between the two cities, induction played havoc with the service of the telegraph companies along the line. The matter was taken to court by the telegraph companies and after long litigation the supreme court ruled that the railroad was well within its rights. As a consequence the telegraph companies were forced to correct this evil themselves.

The railroad's telephones were also affected and it was found necessary to install transformers at each instrument. Before the installation of these transformers train dispatching had to be done by long distance and toll bills were enormous.

(To be continued)

IN SAFE HANDS

A minister was stranded on an unknown island. He was afraid of cannibals, so he moved very cautiously. As he was climbing up a small hill he heard a voice, "Who in hell trumped my ace?" The man lifted his eyes to the sky above and said, "Thank Heaven, there are Christians on this island."

Third

Third best in the June snapshot contest was this picture of Betty Lou Fraunberg, submitted by her father, J. B. Fraunberg, city passenger agent. Betty Lou will be six in October.

Bernethy

This is how Mac Bernethy looked in action at the golf tourney held at Beverly Shores, May 16.

STAG DINNER GIVEN FOR L. C. BENNETT

A stag dinner for Ticket Agent L. C. Bennett of South Bend, who will be married June 11, was given by fellow employes May 28 at the South Bend Inn. Present were A. W. Oberfell, E. N. Kaser, F. A. Steffaniak, Charles Veach, Gilbert McClelland, C. C. Towle, William Pendleton, Walter Webber, Joseph Freidline, George Vargo, A. J. Kruger, R. W. Doney, Morris Miller, Charles Wood, Officer Clyde Wilson, Attorney Walter McInery and Rudy Radosuvitch and Charles Cashier, Notre Dame students who furnished music.

Mr. Bennett's bride-to-be is Miss Thelma Powell of New Carlisle. The wedding will take place in Lewiston, Me.

KIMMEL AND LARSON WIN DUB'S HANDICAP

By W. M. Lloyd
Correspondent

The third annual golf tournament under the able direction of Jim Mallon and Frank Winegar, after being postponed from May 9 due to the wet weather got under way Saturday, May 16, with many hooks and slices at Beverly Shores country club.

Twenty-five disciples of the ancient Scottish game, teed off filled with determination to take home one of the three prizes offered by the management of the golf club, but not all finished. Messrs. Kemp, Pipher, Mathews, Wheeler, Utley and Kelly had their ardor cooled by a belated April shower and retired after the first nine holes.

Mallon, Oberfell Tie

Prizes were awarded to the players coming nearest to blind bogey which was 90. Ken Kimmel turned in a 107 for the 18-holes which with a handicap of 15 gave him a 92 and first prize, a leather trimmed golf bag. Larson of the Hegewisch freight station shot 104 with a handicap of 17 which gave him 87 for second prize, a steel shafted driver. Jim Mallon and Al Oberfell each turned in a 95 after their handicaps had been extracted and split a dozen balls for their efforts. Some of the real dubs like Bantz, Smith, Connell, Bernethy, Anderson, Pendleton, Steffaniak and the writer still had over 100 when their handicaps had been removed. V. R. Jocius of Hegewisch station was likewise out of the running but because he was too good. Jocius got a 91 with a handicap of 15 giving him a total of 76 or 14 below the mythical bogey.

BASEBALL SEASON GETS UNDER WAY

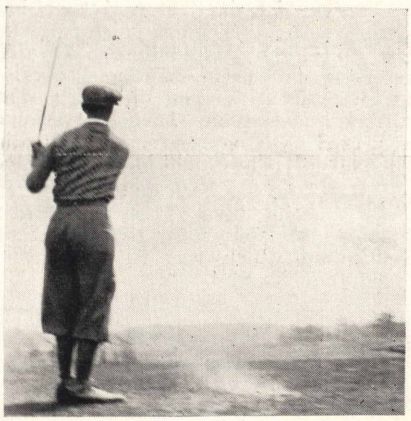
(Contributed)

Thanks to the management, we have a team in the "Industrial Twilight Playground League." Managed by John Inman and captained by Joe Connelly. The team opened its season Tuesday evening, May 26. Games are to be played each Tuesday and Friday evening at 6:00 P. M. with the exception of Friday, July 3rd. Now for some facts about our South Shore team. About 25 men tried out and the following were chosen to represent us: Joe Connelly, Lester Rudnick, Otto Kienitz, Tom Smith, Tony Knoll, Melvin Taylor, Gregory Phelan, Wm. Sappenfield, Al. Boller, Robt. Reppert, Earl Atkins, Mike Kahn, Norman Zeese, Frank Silakowski, Wallace Kahn, Jimmy Alderson.

The infield will line up for the season as follows: Knoll and Kienitz, pitching; Connelly and Taylor, catching; first base, Lester Rudnick or Tom Smith; second base, Norman Zeese, Melvin Taylor, Mike Kahn; third base, Bob Reppert or Earl Atkins; shortstop, Al Boller, Shorty Phelan, Zack Taylor or Atkins; outfield, Frank Silakowski at left, Mike Kahn at center and William Sappenfield at right with Wallace Kahn or Norman Zeese to fill any of the three positions.

Don't forget, every Tuesday and Friday evenings at 6:00 o'clock with the exception of Friday, July 3.

Mallon



Capt. Jim Mallon of the bowling team turns to golf. He's just driven from the first tee. Note the footwork.

Shops

A. C. Tews
Correspondent

Fred Reinhart, painter-foreman at the shop, died Tuesday evening, June 2, from injuries sustained when he was struck by an automobile Sunday, May 31. Mr. Reinhart was well-known by the employees of the company, having worked at the Shop since April 14, 1911, thus having recently completed twenty years of continuous service. He was of a quiet, kindly disposition, and will be greatly missed by his fellow-employees.

Air Brake Inspector Chalk and family visited his brother and sister near Logansport over the Decoration Day weekend.

Neil McAlpine and family left Friday, May 29 for Flint, Michigan, where they visited Mr. McAlpine's sister. They returned Sunday night, making the trip in six and one-half hours.

At noon June 1, in the Emanuel Lutheran Church in Michigan City, occurred the wedding of Elmer M. Hagen, control repairman at the Shop, and Miss Lydia Loehring, of Roshay, Minnesota. Mr. and Mrs. Hagen are now at home to their friends at 1106½ Chicago Street, Michigan City.

Chuck Matthias, inspector at Gary terminal, recently had a ten-days' vacation. Chuck says it wasn't much fun, however, because he came back minus those unimportant organs, his tonsils.

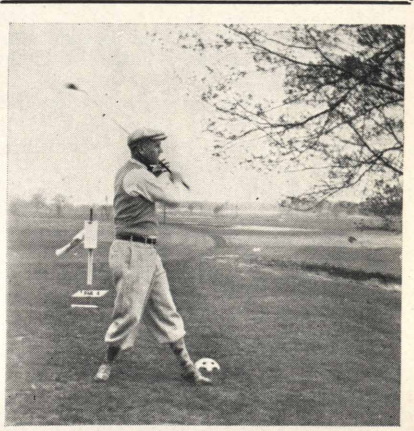
We wish to offer our sympathy to William Markel in the loss of his father, John Markel.

Herman Rojahn, Sr., has announced the engagement of his daughter Bertha to Harry Sadenwater of Michigan City. The marriage will take place June 13.

At a recent safety meeting of the shop men, the following officers were elected for the coming year: Lester Rudnick, chairman; Otto Kienitz, secretary. The chairman appointed Neil McAlpine chairman of the flower committee.

Mr. and Mrs. Otto Clements and son Robert spent Decoration Day with Mr. Clements' father at Kokomo, Indiana. Mr. Clements is one of the few remain-

Lloyd



Wally Lloyd not only plays golf, as you can tell by his stance, but writes about it as well in an adjoining column.

New Ballast

New ballast went in last month along the length of Wilson siding. New rock is now being put in between Burns Ditch and Fulton road.

ing members of the Kokomo G. A. R. post. He is 87 years old. Robert graduated from St. Mary's High School Friday, June 5th. As part of the commencement program, Robert sang two solos, which were very much appreciated.

Transportation Notes

C. G. Scuffham
Correspondent

Several transfers of ticket agents have been made during the last month. G. Tibbetts at Randolph Street takes the day trick replacing Dan Haley, who has resigned, Glen Sparrow taking the afternoon trick.

C. T. Jordan, second trick agent at Hammond is taking the place of Glen Sparrow, and Wm. Ritter is taking the place of Bernard Russel as second trick agent at Gary. Bernard Russell was transferred to second trick agent at South Bend in place of T. McNulty who has left the service.

H. L. Swartzell, second trick agent at East Chicago has been transferred to Hammond as agent replacing L. J. M. Johnson, who has left the service. L. A. Brown assumes Mr. Swartzell's place at East Chicago.

C. J. Curtis has been in Houston, Texas, for several weeks past, attending a convention of the Brotherhood of Railway Trainmen.

Assistant Train Master Anton is enjoying his vacation by a lot of hard work in improving his new home in Ogden Dunes.

Joseph C. Rose has been assigned to the work of Ticket Clerk, due to his position as Yard Clerk at Nickel Plate Transfer being abolished.

A. H. Kahl, relief agent is spending his vacation in Canada.

Miss Helen Margraf of this office is enjoying her vacation by making a motor trip to Kansas.

Motor Coach Division

Evelyn Kill
Correspondent

Pauline Canfield, ticket agent at Benton Harbor, was left dumbfounded the other day when a colored man came to the ticket window and said, "I'm rather hard of hearing; when does the bus go to Benton Harbor?" Pauline: "This is Benton Harbor." Colored Man: "Oh! about 7 o'clock." "Pauline: "No, this is Benton Harbor." Colored Man: "Oh! 7:30. Thanks." And he walked away.

Anna Conklin, Benton Harbor ticket agent, and her two children Ailene and Jack, spent a few days visiting with her sister and brother in Blue Island, Illinois.

A. F. Tomsheck and Gene Jenkins plan to take a few days vacation and camp at White Lake, Michigan, on the opening day of the fishing season, June 25. Tom says his 14 year old son and his chum are diligently saving their pennies so they can go along and help catch the fish.

Mr. and Mrs. Norman Micheals attended the WLS Barn dance and Radio Artists Show at St. Joseph last week.

Mrs. Wm. Lyons and children spent a day in Gary, during that city's Silver Jubilee celebration.

Glenn Wade and A. F. Tomsheck are offering their services as first class "baseballers" to any team which may be interested. After watching them practice out here we know they would make an A1 battery.

Many of us would like to have the pleasure that Lucille Richey, one of our concession girls at Benton Harbor, had recently. To make a long story short, two gentlemen ordered lunch, and after receiving the usual courteous service, informed Miss Richey that they were Correll and Gosden. It took some time for Lucille to appreciate the fact that she had met Amos and Andy, in person.

Bill Wilson has been quite busy lately being one of the "Advance Guards," among other things for the Elks State convention which was held in South Bend June 3 and 4.

Concessions

Ethel Ward
Correspondent

Florence Barney of the Michigan City concession spent a few days recently in Indianapolis.

Doris Graham deserted Michigan City to spend a few days in Kalamazoo, Michigan.

Mildred Cornelison of South Bend concession expects to spend a few days in Vincennes with her brother who has been ill for some time.

Ruth Papineau of Michigan City is quite the envy of her friends as the owner of a shiny new car.

We enjoy Miss Naughton's frequent visits at our Michigan City concession. We hope she will continue to favor us with her smiles and good-natured appraisal.

Vacation time is over for Leon Owen, but she was accompanied on her return by her mother, who will remain with her until June.

Elaine Moore appreciates the fact that "Springtime is housecleaning time." She is in the midst of this trying but necessary ordeal.

Rhea Ebert is spending her vacation week at home.

General Offices

M. J. Naughton
Correspondent

St. Mary's high school commencement at Michigan City, and we note among the graduates four members of the South Shore Line family. There is Donna Smith, daughter of B. L. Smith, signal engineer, a studious girl who wrote the class history. And then Lucile Mentag, whose sister Rose is in the auditing department. She composed the words of the class song. Another is Robert Clements, son of one of our machinists. Bob has a fine voice and is often heard as he broadcasts over the radio. He devised a "Broadcasting Stunt" for the class day exercises. The fourth member is Wilbur Dabbert eldest son of Conductor George Dabbert. Wilber served as manager of the basketball team during the past winter, and is the St. Mary's correspondent for the Michigan City papers.

William Loy, son of Walter Loy, superintendent of the motor coach division, is on the honor roll of students down at Purdue University.

Edward E. Williams, son of one of our oldest employes, who for a time was with the maintenance of way department, has just graduated from the University of Iowa.

Martha Bartels, telephone operator, has not made up her mind as yet whether she will indulge in a vacation this year. She has just moved into the up-to-date apartment her father erected on Michigan street, and is busy fitting up a beautiful home.

W. A. Underwood, engineer maintenance of way, who has been away from the office during the past month, has returned and is looking fine.

Florence Kienitz, switchboard operator, is interested in music. She is taking advanced piano lessons, and is quite an accomplished pianist.

If you have been driving out Waterford road lately, you may have noticed the beautiful collection of iris blooming at the Clemmons home. We were admiring them and asking our safety director to bring us a bouquet to liven the office. "Flowers are to be seen and admired, not plucked," said Mr. Clemmons.

Phyllis Joan Parker

Phyllis Joan smilingly says, "Hello everybody" and she is so glad to be in the *Pantagraph*. Ever see such a sweet infectious smile? Likes to have her picture taken and everything. I can tell you she is the dearest and friendliest little girl who loves to wave and wave at her friends when she is out riding in her daddy's car. You are asking who she is? Can't you guess? Look real hard? She is Phyllis Joan Parker, the five-year old daughter of genial Fred Parker.

INDIANA STATE LIBRARY

The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 JULY, 1931 No. 7

SAVINGS FUND NO. 4 FOR EMPLOYES TO BE LAUNCHED AUGUST 1

A new savings and investment fund series for employes, to be designated Series No. 4, effective August 1, has been announced by the Midland Cooperative Investment Company.

The new series will be similar to Nos. 2 and 3 which are now in operation.

The Midland Cooperative Investment Company was organized to promote and facilitate savings and investments by employes of companies in the Midland United group.

Subscriptions to Series No. 4 will be on a $100 unit basis. Monthly payments will be at the rate of $2.50 per unit. The amount that may be subscribed for will be based on three or five per cent of the monthly salary of employes as in the case of Series Nos. 2 and 3 and the amount subscribed for can not be increased or decreased during the subscription period which will be 40 months.

Payable in Stock

Subscriptions will be payable to employes, as to principal and interest, in common stock of Midland United Company. At the end of the subscription period, employes will receive as many whole shares of the stock specified as the amount of cash paid by them plus interest credited to their accounts will purchase at a price to be set by the board of directors of the Midland United Company and Midland Cooperative Investment Company at their meeting later this month.

The balance will be paid in cash. The subscribers' pro rata share of the surplus earnings of the company accumulated during the period will also be paid in cash.

First payment into the fund will be made by those on the semi-monthly payroll on the first pay day in August. Those on the monthly payroll will make their first payment on August 31.

New Employes Benefited

Series No. 3 was established in April, 1930, to run for forty months. Series No. 2 was started in March, 1929, under the same general provisions. Series No. 1, established in November, 1925, ran for five years and closed October 31, 1930. Establishment of Series No. 4 will permit employes who were not with the company last year to participate in the fund, and will enable those employes who are now subscribers to either No. 2 or No. 3 to make additional savings.

Within a short time an application blank and explanatory booklet will be mailed out to every employe of the company. Subscriptions will be handled by E. H. Utley, Jr., general auditor.

All employes will be eligible, subject to approval as stated above. Subscriptions, however, will be entirely voluntary.

This One Wins

This snapshot of Lloyd E. Bantz, Jr., 5-year old son of the head of the South Shore Line's disbursement division, was judged best in the July snapshot contest. The photo was submitted by Roadmaster John Hubenthal.

SOUTH SHORE LINE YOUNGSTERS SHOWN IN WINNING PHOTOS

Snapshots of South Shore Line children were awarded all three places in the judging of July entries in the Pantagraph photo contest. The snapshot of Lloyd Bantz's five-year-old son, which was submitted by Roadmaster John Hubenthal, was awarded first in the contest.

Photograph Editor Jack Weber was enthusiastic about this entry. It supports his contention that children make splendid subjects for snapshots because they are always so natural. Mr. Weber also admired the splendid detail the camera has caught, the background being exceptionally clear.

Ruth Papineau, Second

Second place went to the entry of Ruth Papineau of the Michigan City concession. It is a fine picture of her son, Pat, seated on the radiator of an automobile.

The photograph of the two boys playing marbles, submitted by Mrs. Charles Leach of the South Shore Line Tremont station, was judged third best. This popular boyish pastime is being indulged in by her two sons, Russel and Junior, in front of the railroad's station at Tremont.

It is now time to be thinking about snapshots for the August contest. Send your entries in as soon as possible to the Pantagraph Office, 114 East 11th Street, Michigan City.

SOUTH SHORE LINE'S ADVERTISING AGAIN WINS A FIRST PRIZE

For the second year in succession the Chicago South Shore and South Bend Railroad has been awarded first prize for its newspaper advertising by the Public Utilities Advertising Association, which recently held its annual convention in conjunction with that of the Advertising Federation of America in New York City.

The South Shore Line received an engraved certificate of award as winner of first place in the transportation division of the better copy contest conducted annually by the association. The prize was won in competition with the electric railways of the country. The advertisement which won the award for the South Shore Line called attention to the railroad's dining car service, and appeared in newspapers in the territory served by the line.

Six times in four years the South Shore Line has won national honors, three times for the excellence of its advertising and three times in recognition of its fast operation and outstanding service.

SALE OF MIDLAND UNITED STOCK NOW IN SECOND MONTH

Employes of the Chicago South Shore and South Bend Railroad are now in the second month of their campaign to sell common stock of the Midland United Company, the holding or investment company which controls the South Shore Line and other important properties furnishing transportation, electric light and power, gas and water services chiefly in Indiana.

South Shore Line employes are authorized to offer these securities to the public either for cash or on a payment plan, the price to be governed by the current market. The stock is listed on the Chicago Stock Exchange and is now quoted around $19 per share. The installment plan provides for a down payment of $5 per share and the balance at $2 per month. Six per cent interest is paid on payments and the common stock itself is on a six per cent dividend basis, dividends being payable in common stock.

Subsidiaries of the Midland United Company now serve 820 communities in Indiana, Ohio and Michigan with a total population of 1,711,446.

NEW BABY

Valuation Engineer Fred Williamson and Mrs. Williamson are the parents of a six-pound daughter, born June 26 in the hospital at Michigan City.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
116 E. 11th St., Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V JULY, 1931 No. 7

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

325

TO ATTEND CONVENTION

Mary J. Naughton will leave July 3 to fly from Ann Arbor to Chicago in a Century Airline plane with the national president of the Business and Professional Women's Club and her party, where the president's special train, arranged for by Miss Naughton, will leave July 4 for the biennial convention of the federation. The federation consists of 1257 clubs with a total membership of approximately 60,000.

Seven other special trains, arranged for by Miss Naughton, will carry delegates to the convention. She has served as transportation chairman of the national group for the last two years and has had several articles on transportation published. A recent one, entitled "Rolling down to Richmond," appeared in the *Independent Woman.*

After the convention Miss Naughton will take a short vacation in the Maine woods where, as she puts it, she will not see or hear a train, airplane, or even a wheelbarrow.

SOUTH BEND EXCURSIONS

Low round-trip excursion tickets to Chicago are on sale each week in South Bend. Purchasers are entitled to take trains for Chicago any time after noon Friday and return anytime up to midnight Monday.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Motor Cop: "Hey, you! Didn't you hear me say, 'Pull over there'?"

Speeder: "Why, I thought you said, 'Good afternoon, Senator'."

M. C. (smiling): "Isn't it a warm day, Senator?"

! ! !

A Russian was being led off to execution by a squad of Bolshevist soldiers on a freezing cold morning.

"What brutes you are," murmured the doomed man, "to march me through weather like this!"

"How about us?" retorted one of the squad. "We have to march back."

! ! !

A Scot was engaged in an argument with a conductor as to whether the fare was 5 or 10 pence. Finally the disgusted conductor picked up the Scotchman's suitcase and, just as they were passing over a bridge, tossed it off the car. It landed with a splash.

"Mon!" screamed Sandy. "Isn't it enough you try to overcharge me, but now you try to drown my little boy!"

START OPERATION OF FIRST SOUTH SHORE TRAINS, JUNE, 1908

This is fourth of a series of articles by Mr. Kahl, telling of the early days of the South Shore Line.

By Art Kahl
Correspondent

The officers of the Chicago Lake Shore & South Bend Railway at the time the first trains were operated were J. B. Hanna, president; H. U. Wallace, general manager; Grant Buchanan, superintendent; Thomas Cummins, superintendent of maintenance; Denny Gilfoos, roadmaster and John Cotton, master mechanic.

Everything was in readiness late in June, 1908, for the first passenger train to be operated over the new line. It was scheduled to leave Michigan City for South Bend at 9 p. m. June 28, but due to trouble with the wiring which prohibited the operation of two motors in multiple the train did not leave until 3 a. m. the following morning and then traveled only as far as New Carlisle. This train was in charge of Conductor Sanderson and Motorman Dan Haley and carried H. U. Wallace and G. A. Buchanan and Chief Engineer Kaiser of the Westinghouse Electric Company.

Time Table No. 1 effective July 1, 1908, was issued inaugurating regular service between South Bend and Michigan City only and the first revenue trains operated out of South Bend left that city at 6 a. m. in charge of Conductor R. Taylor and Motorman George Helm. Access to the business district of the city was gained by using the tracks of the Chicago South Bend and Northern Indiana Railway from the city limits to a point at the corner of Main and La Salle streets in the city proper.

The trolley wire between cities carried a voltage of 6600; while 800 volts was carried in the city limits and by means of a change-over switch located underneath the cars the machines were

(Continued on Page 4, Col. 3)

Mib Game Third

Third place in the July contest goes to this photograph of a marble game in front of the South Shore Line's Tremont passenger station. The players are Russel and Junior Leach, sons of Mrs. Charles Leach of Tremont station.

Pat is Second

Pat Papineau, 2, son of Ruth Papineau of the Michigan City concessions, is shown in this snapshot, taken by his mother, which carried off second honors in the July snapshot judging.

LOOMIS, BERNETHY, SMITH AND KELLY COP GOLF PRIZES

By W. M. Lloyd

The second company golf tournament of the 1931 season under the direction of Messrs. Mallon and Winegar was held Saturday afternoon, June 20, at the Michigan City Country Club.

Three prizes were awarded the players coming the closest to the blind bogey which was 92. Art Loomis turned in a 98 with a handicap of 5, which gave him 93 for first place and a dozen golf balls for his effort. Wm. Bernethy shot a 114 with a handicap of 23 giving a 91. B. L. Smith and Francis Kelley both shot 111 with 20 handicaps, giving them a 91 each, leaving 3 men for second and third places. Numbers were picked from the brown derby and Francis Kelley took home a "jigger" while Wm. Bernethy received 3 golf balls.

Some of the real scores turned in were those of Roy Sanford with 80 and Jocius, Winegar and Auch with 89 each. Old man par of 72 was never in danger at any time, however, but the gang are planning to put the old man on the spot some other day.

Wants Prize for Hard Work

To George Rank goes the honor of turning in the day's lowest net score, a 71, one under par, but this didn't count as George had a 50 handicap. To the writer and J. A. Sweeney go the honors for the day's worst scores. Modesty forbids naming the number of swings consumed but they are of the opinion that some sort of a consolation prize should be offered at the next tournament for the hardest workers.

Place and time of the next meet has not been announced, yet, but all golfers are urged to watch their mail and the office bulletin board.

Maintenance

W. M. Lloyd
Correspondent

Al Boller is taking his vacation and what a vacation. Al expects to spend the first few days moving and after getting settled in his new home at 203 Du Page street will shove off to spend a few days in dear old Evanston. Al and the Mrs. will then visit relatives and points of interest in New York State. Al says a few of the places he will visit are Attica, Rochester, Utica, Batavia, Hornell, Jamestown and Avoca. After making the rounds Albert expects to spend the remaining days of his vacation at home just resting.

John Kelly is also planning a rather pretentious vacation trip. Tentative plans call for a trip to the Soo and then on up into Canada to the Agwa river which is in the heart of the wilderness of northern Ontario. Here John expects to do a lot of fishing and hiking through a country that is much the same as it was 100 years ago.

We were very sorry to hear that E. A. Keeler lost his father recently. Mr. Keeler who was 72 years old was an old settler of La Porte county, having lived here for over 30 years.

Mrs. John Hubenthal, wife of our roadmaster, has been called to Clinton, Mo., due to the serious illness of her sister.

George Burkett who was recently pinch hitting as tax assessor has returned to the fold and is busy helping Harvey get the new ballast under the track at Wilson.

Jack Weber is preparing for one big vacation. Every day or so he buys some additional fishing tackle from a bankrupt stock and has all the latest tips on how to lure the finny tribe from their hiding places.

Foreman Harvey is busy at Burns Ditch with his men putting the new stone ballast under the track. A few more weeks should see the job completed.

Jim Mallon's boys were recently stricken with the mumps. Before that it was something else. Jim is wondering what it will be next. We don't know but are open to receive bets on the proposition. Jim says name your epidemic.

Guy Van Dusen, Harry Jenkins and Elmer Wills will soon join forces to put in the new industrial siding at Willis.

The Parkers

Here are the children of Fred Parker, superintendent of bridges and buildings: Bonita, 11, and Billy, 13, above; and Maurice Allen, 9, and Phyllis Joan, 5, below.

Traffic Department

C. L. Binger
Correspondent

George Quill—heavy on rate lore, is taking a lot of interest in golf lately. Understand he's pricing computation machinery.

Clarissa Ely reports a quiet, pleasant and restful vacation at Valparaiso where her brother graduated from high school.

Ruth Mechner has been indulging in a lot of fresh air and sunshine and has a healthy coat of tan.

The correspondent was incapacitated with a slight touch of influenza and was so totally absorbed that the last Pantagraph contained no column from the Chicago traffic department.

Daisy Crabb enjoyed a vacation at Hot Springs. She came back with eyes a-twinkle, and much enthused over the land of eternal summer.

Our boss moved his family to the Petersen summer abode at Lake Park. They are practicing for membership in the Isaac Walton League.

Concessions

Ethel Ward
Correspondent

Charles Leach and family of Tremont station are spending their vacation motoring to Kentucky. Emma Kahl is now in charge of the station.

Leila Ferguson spent her vacation motoring to Kentucky and reports a splendid trip.

New ceiling fans have been installed in the South Bend concessions. Both the Gary and Michigan City counters boast new orange crush coolers. They are exceptionally popular at this time of year.

Ruth Kirby of Hammond ticket is taking a two weeks vacation.

Ruth Hutton took an automobile trip to visit friends in Elburn, Illinois, recently. She went fishing while she was there.

Helen Burke is back with the concessions again this summer.

Mary Milnamow of Mr. Wallace's office attended a luncheon and bridge at the Stevens Hotel on June 13 for Julia Durkin, who is to be a June bride. Miss Durkin has been secretary to R. C. House of the Chicago Rapid Transit for the past 12 years.

Transportation Notes

C. G. Scuffham
Correspondent

Conductor C. Platt and family are enjoying a ten day vacation trip to Canada and Niagara Falls.

Ticket Agent Bennett of South Bend has returned from a vacation trip to Maine and as we understand it was a honeymoon as well, the Transportation Department extends best wishes for years of happiness to them.

Thomas McNulty, former ticket agent at South Bend, has returned to service, replacing Marshall Kambs as second trick agent at Michigan City.

Louis Vanderplough has re-entered the service as ticket agent, having previously been employed as relief agent at Hammond at which time he resigned to accept a position with the Cabranette Corporation of Michigan City.

C. L. Rose has returned to his station after a two weeks' vacation during which time he and Mrs. Rose visited points in Indiana and Illinois.

J. L. Stratton of Randolph Street is spending his vacation in Kansas City and other Missouri points.

Motorman A. D. Penfold for several weeks past has been relieving dispatchers who are on vacation.

Brakeman Curtis has returned from Houston, Texas, where he attended a convention of the B. of R. T. Incidentally announcements from Shreveport, La., tell us that while away Mr. Curtis took as his bride a very charming young woman of the Lone Star State.

Mrs. Hanley, wife of H. H. Hanley, third trick dispatcher, recently underwent a major operation at St. Anthony's Hospital, Michigan City. Last reports are that she is recovering rapidly and will be back home within the next few days.

Assistant Trainmaster Anton has returned to duty after a 15 day vacation spent at home in beautifying his home grounds by the addition of a driveway, garage, sunken garden, pool, etc.

Trainmaster Heath and family motored to Milwaukee over the week end and report a pleasant trip and a visit with relatives while there.

Newlyweds

Mr. and Mrs. Hagen

Mr. and Mrs. Curtis

Both Elmer M. Hagen, control repairman in Shops, and C. J. Curtis, brakeman, are now South Shore benedicts. Here they present their brides.

South Bend Terminal

C. W. Veach
Correspondent

Postcards have arrived from Ticket Agent L. C. Bennett and his wife, who were just married in Lewiston, Maine. They are now enjoying their honeymoon with an extensive trip in the east. Included in their itinerary are such

interesting places as Bar Harbor and Portland, Me., Bennington, Vt., Boston, New York City and Washington, D. C. They will be at home in South Bend after June 25. Mrs. Bennett was formerly Thelma Powell of New Carlisle. E. N. Kaser has just returned from Lewiston, where he was best man for the marriage ceremony.

Several changes have been made recently in the ticket office; B. L. Russell relieved L. C. Bennett and L. Vanderplough has assumed the duties of the night clerk.

Now that most of the Notre Dame students have returned to their homes for the summer the station force has settled back to normalcy. Ed Luckey, the day porter, was heard to say that if all their trunks were laid end to end he would "just have to pick 'em up and load 'em on, anyway."

Mildred Cornelison, concession clerk, is planning a few days vacation in July and expects to make a trip to Terre Haute, Ind.

Electrical

J. F. Scrivnor
Correspondent

It's the good things we do,
And the kind words we say,
That bring peace and happiness,
At the close of the day.
Let our each tomorrow,
Keep others from sorrow,
Smile through each day going,
For we reap our sowing.

The Line Department is still plugging along trying to keep the overhead where it belongs but I have to knock on wood once in a while taking my hat off to do it.

We have been off of maintenance for a while building oil and team tracks but hope to get back in a few days.

General Offices

M. J. Naughton
Correspondent

Safety Engineer Clemmons and his wife are motoring down through the Kentucky Hills, Mrs. Clemmons' early girlhood home. They have no particular itinerary, just will go nosing along, staying over at some farm house or hotel for the night and ambling along enjoying nature on their way down the banks of the Ohio.

Mr. and Mrs. Harry Kirk celebrated their twenty-fifth wedding anniversary all by themselves last month. He does not know where he will spend his vacation—says his wife is keeping the destination unknown as a surprise for him.

Walter Anderson says he will take his vacation golfing at the parks in Chicago, and maybe he will come down to Michigan City and play tennis with some of the office girls who are tennis enthusiasts.

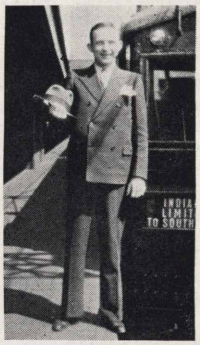
Claire McKinley will spend her week on the beach at Michigan City teaching little Georgianna to swim.

C. P. Valleau has not made plans yet as to where his vacation will be spent. Possibly fishing in the north woods, and then again maybe he will visit down at the wife's folks.

We were all delighted to enjoy a nice little visit with Mr. Langendorff, the former Editor of Pantagraph. He has put on a few pounds which adds to his good looks. Is now living in Milwaukee and holds a fine position with one of the Block papers.

In the May issue of the Pantagraph you saw a picture of Phyllis Parker, but the remaining children of Fred Parker's family are up in arms so elsewhere in this issue are shown the other three. Fred and his family will spend vacation down on the Tippecanoe fishing.

Here is Larry Preston of the Chicago traffic department. He is a member of Bobby Vernon's orchestra in which he plays the trombone and sings. He is a good friend of Jake Stratton of the Randolph street terminal. The picture was taken on the platform at Randolph street. Perhaps you can discern the Tribune tower in the background.



Larry Preston

Accounting

Mabel Farber
Correspondent

We now have another suburbanite in our midst for the Hennards have moved to Beverly Shores and Lea is learning the joys of a commuters' life.

Florence Gallier is taking part in the forthcoming musical production "The Rose Maiden" which will be given at Barker Hall, Michigan City, June 24.

Ruth Hostetler, Claude Fritz, Florence Gallier and Al Timm have each enjoyed a week's vacation.

Lea Hennard and Gertrude Barnett attended an exhibit at the Chicago Academy of Fine Arts recently.

John Sack and Norman Zeese are being missed this week. John has gone to Jackson, Michigan, to visit with his sister. His mother and a friend accompanied him. We don't know how Norman is spending his time but we'll let you know later.

Margaret and Helen Margraf, with their mother and brother, had a wonderful trip West. They drove to Kansas City where they visited with relatives. They saw many points of interest, going by way of the Ozark mountains. Margaret acquired a splendid coat of tan.

Everyone is flocking to the lake to go in swimming now that hot weather has actually arrived.

One hot day this week the girls decided it would be much cooler to stay at the office at noon than to go home for lunch. Consequently the next noon the girls were seen on the beautiful lawn in the shade of the lovely oak trees where a splendid picnic lunch was enjoyed by all.

Eddie Bross has been transferred to the South Shore Line from the Gary Railways. He will be supervisor of general accounts in charge of general books, vouchers, payroll, material and all general accounting items. Mr. Bross is taking the place of Louis Rappeport who is being transferred to a similar position with the Indiana railroad at Indianapolis. We are all glad to welcome Mr. Bross and wish him success. At the same time we wish many good things to Mr. Rappeport and we regret to see him leave.

The second golf tournament was held at the Michigan City golf course June 20. Art Loomis of the freight department won first prize. Francis Kelly was second and Mac Bernethy third.

Frank Winegar promises the next tournament will have just as many stunts as the last one.

Esther Peters enjoyed a week of her vacation which was spent mostly around home. She did spend several days in Chicago with relatives.

Mr. and Mrs. Al Larson, with Mrs. Larson's sister and niece, are making an automobile trip to northern Wisconsin.

Mr. and Mrs. Kill have gone on their annual fishing trip.

Signals

Evelyn Behler
Correspondent

The Signal Department welcomes Ralph Osborn back again. He has resumed his old place as signal maintainer at Gary, Ind.

Mr. Rotzien is replacing William Auch as maintainer at Tremont. Mr. Auch is now foreman of our construction crew.

ATTEND BUTLER GRADUATION

Mr. and Mrs. R. H. Hufford attended commencement exercises at Butler University, Indianapolis, June 15, when their daughter, Mrs. Louise Hufford Quick, received her degree. Mrs. Quick, who lives in Broadripple, a suburb of Indianapolis, studied education in Butler, preparing for kindergarten and primary school work.

FIRST SOUTH SHORE TRAINS, JUNE, 1908

(Continued from Page 2, Col. 2)

adjusted for either voltage. Many times it was necessary to send some one out to the city limits to change the switch from the 800 volt side to the 6600 volt side thereby increasing the energy to enable a train to get out of town especially when there were two or more cars. When crossing the breaker in the trolley wire from the 800 volt to the 6600 volt section the motorman would sometimes forget to shut off the power resulting in serious damage to the motors which meant a disabled car that had to be towed to the shop for repairs.

Time Table No. 3 effective July 11, 1908, scheduled two first class trains each direction and 16 second class trains each direction between South Bend and Michigan City. The running time scheduled was one hour and 30 minutes.

(To be continued)

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 AUGUST, 1931 No. 8

DIRECTORS POSTPONE SAVINGS FUND DRIVE UNTIL NEXT WINTER

At a meeting of the Board of Directors of the Midland Co-operative Investment Company on July 22, 1931, it was decided to postpone the inauguration of Series No. 4 savings and investment fund for employes, which was to have become effective August 1.

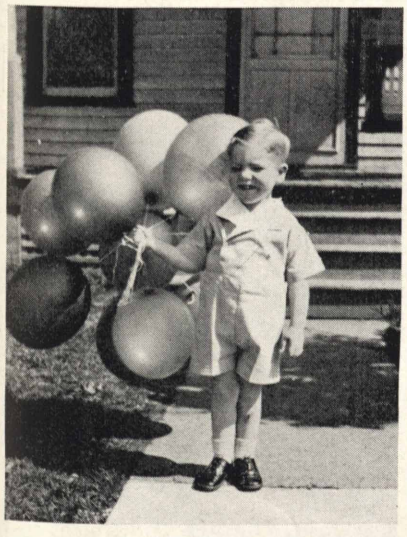
The postponement was decided upon in view of the fact that many employes, in addition to making payments on Series 2 and 3, are purchasing company securities on the Deferred Payment Plan.

Series No. 4 will probably start sometime during the next winter.

APPROVE END GATES

Patrons of the South Shore Line's parlor cars have commented favorably on the new end gates recently installed by the mechanical department. Because of the ductless and dirtless operation of the electric trains rear doors may be left open on warm days, providing passengers with a cooling breeze.

Aurora Balloons



Charles Edwin Miller, three-year-old son of Brakeman and Mrs. Robert R. Miller of 552 Hollidy Street, Michigan City, is well known to South Shore Line trainmen who see him wave nearly every time they pass his home. His father found the balloons hanging on a fence along the South Shore Line tracks several miles east of Michigan City recently and Charles is very proud of them. Each is stamped "Aurora Merchants' Day," and Charles thinks they must have had a strong west wind behind them to bring them all this distance.

USE NEW LEAD TRACK TO FREIGHT TERMINAL

The new track to the South Bend freight terminal, which leaves the main line at Bendix drive, was put in service August 6, and use of the lead put in last fall when the terminal was built has been discontinued.

Rearrangement of track facilities west of the freight terminal will benefit both freight and passenger service entering and leaving South Bend and is in line with the South Shore Line's program of improving its right of way. The changes in South Bend are being made in co-operation with the city which is now cutting through Washington Street and with the Northern Indiana Railway and the New York Central.

NEW $4.25 WEEK END RATE TO MICHIGAN

A special summer round trip rate of $4.25 from Chicago to St. Joseph and Benton Harbor has been announced by the South Shore Line for the benefit of those who desire to spend a week-end in one of these Michigan resorts. Tickets on sale in Chicago stations each week-end are good on South Shore Line trains leaving Chicago Friday afternoon and all day Saturday to 7 p.m. Return tickets are good on motor coaches out of Benton Harbor up to 12:10 p.m., the following Monday.

ILLINOIS GOVERNOR USES SOUTH SHORE

Governor Louis L. Emmerson of Illinois and his party used the South Shore Line from Chicago to Michigan City Saturday, August 1. The governor visited in Long Beach, attending the annual "Bletherin'" festivities of the Long Beach country club. The Long Beach club's Bletherin' takes its name from the Scotch golf holiday and is designed to promote good fellowship among members of the club.

TAKES SHORT VACATION

General Manager Charles H. Jones and family left the week-end of August 8 for a short vacation. He declined to say where he expects to be until his return August 20. During his absence General Superintendent D. E. Matthews will act in Mr. Jones' place.

PLAN THIRD GOLF MEET

A third golf tournament for South Shore Line employes will be held during September, if plans being made by Frank Winegar and James Mallon materialize. It will probably be near Michigan City on the second or third Saturday of the month.

TRAINS AND COACHES TRANSPORT THOUSANDS IN SPECIAL MOVEMENTS

Several large groups have used the South Shore Line's special services for vacation trips and outings during the past few weeks.

More than 900 members of Perez Council, Knights of Columbus, of Chicago, used two special trains to South Bend July 19 for a picnic in Playland Park.

Four special motor coaches were chartered for a trip to Chicago July 20 when Michigan City children were entertained at a baseball game and taken on a tour of Chicago.

A special train was used Sunday, August 2, to transport 300 members of the Hammond district, Knights of Columbus, to Playland Park for an all day outing.

Approximately 800 employes of the Continental Illinois Bank of Chicago were transported in two special trains to Hudson Lake for over Sunday, August 9.

Numerous smaller groups of picnickers, hikers and campers have used special service during the summer to points along the lake shore.

EXTEND LAKE LAWN PRIVILEGES TO SOUTH SHORE LINE WORKERS

The Midland United Company has made arrangements whereby the employes of the South Shore Line have the privilege of vacationing at Lake Lawn summer resort, owned by the Commonwealth Edison Company, The Peoples Gas Light and Coke Company and Public Service Company of Northern Illinois.

Lake Lawn is 81 miles from Chicago on Lake Delavan, Wisconsin. It consists of 235 acres of lawn, meadow and woodland, with a shore line of two miles. Lake Delavan is a clear, natural, spring-fed lake that can be reached either by rail or paved roads.

Anyone interested in spending a vacation at this resort can obtain information from Frank Winegar.

ERECT WATER TANK FOR SHOPS SPRINKLER

A 60,000-gallon water tank to supply the fire sprinkler system which safeguards the two shops buildings is being erected in the yards at Michigan City. The Grinnell Company is installing the sprinkler system in the two buildings and steel work on the tank, which is elevated 100 feet, is being done by the Chicago Bridge and Iron Works.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
116 E. 11th St., Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V AUGUST, 1931 No. 8

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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CROSSING ACCIDENTS

By W. W. Clemmons
Safety Engineer

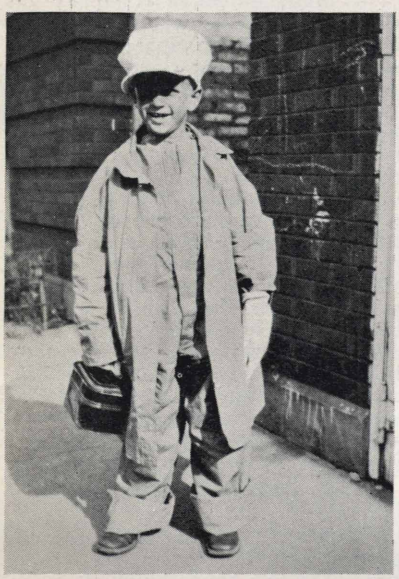
Interesting figures on automobile registration and accidents have recently been published. As of December 31, 1930, automobile registration in the United States was 26,523,779 vehicles. During the year 1930 there were 2020 persons killed at railroad crossings and 5517 injured. During the year 1468 new grade crossings were created, making a total of 242,809.

That motorists can, if they will exercise due caution, avoid accidents is evidenced by the fact that grade crossings were crossed safely an estimated 2,100,000,000 times during the year.

NEW SIDING

A 240-foot siding has been constructed by the South Shore Line just east of its Beverly Shores station to supply the Benson Oil Company.

Close Second



A close second in the contest, but anything but a close fit in these clothes. This is Robert Fritzsche, nephew of Motorman Martin Kiley of Chicago. He is wearing his uncle's uniform in this splendid snapshot taken by Mrs. Kiley.

Young Golfer Wins

Edward H. Utley, III, 21-month-old son of the general auditor of the South Shore Line is shown in the snapshot taken by his father and judged best in the August contest. Apparently the youngster is following in his father's divots, since the golf club is one of those used by General Auditor Utley in winning last year's South Shore employes' tourney.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

The telephone operator's call was answered by a baby's voice. "Isn't your mother there?" inquired the operator.

"No."

"Isn't your big sister there?"

"No. There's nobody here but grandma and me and the cat. Grandma can't hear and the cat can't talk."

! ! !

A farmer driving home from a hunt picked up a stranger. Their conversation led to hunting. The farmer told about killing several birds and having them in the tonneau of his car.

"Did you know you are talking to the game warden?" asked the stranger.

"No, I didn't know it," replied the farmer. "But did you know you are listening to the biggest liar in the country?"

! ! !

Classified advertisement from the *El Centro Valley Press*:

"For Sale--One 1927 model, used Holstein Cow, $60. Terms, 1/3 down and balance like rent. We took this cow in on a used car trade. And for once got the better of the bargain. A used car decreases in value and a used cow increases in value. In this particular case, the increase will be about May first.

B. F. Whiting, 757 Main Street."

! ! !

"The horse you sold me last week is a fine animal, but I can't get him to hold his head up."

"Oh, it's because of his pride. He'll hold it up as soon as he's paid for."

UTLEY, KILEY AND ISENBLATTER SEND IN BEST SNAPSHOTS

The best photo submitted in the August snapshot contest is from the camera of General Auditor E. H. Utley, Jr., and shows E. H., III, practicing a few golf strokes with his father's mid-iron.

"This is a good, clear picture," said Photographer Editor Jack Weber, "and won over numerous splendid entries because of the excellence of the photography and the cleverness of treatment.

"A close second, also a good and clear picture, and also showing clever treatment, is the entry submitted by Motorman Martin Kiley of his nephew Robert Fritzsche."

The third best snapshot submitted comes from W. F. Isenblatter of the Freight Car department and shows Mr. Isenblatter and his daughter, Elsie, in front of a South Shore Line box car which is undergoing repairs.

Each of these entries qualifies for the contest because they are snapshots of employes or members of employes families. In submitting your pictures, remember that scenes taken anywhere in South Shore territory are eligible. While photographs of persons, particularly children, are extremely interesting, the readers of the Pantagraph will also enjoy seeing views along the road or in one of the communities served.

It is now time to be thinking about snapshots for the September contest. Send your entries in as soon as possible to the Pantagraph Office, 114 East 11th Street, Michigan City.

Places Third

An employe of the freight car department, W. F. Isenblatter, with his daughter, Elsie, is shown in the photo judged third best in the August entries. A South Shore Line box car undergoing repairs is behind Mr. Isenblatter and Elsie.

"BOOSTER" SPECIAL INAUGURATES GARY, SOUTH BEND SERVICE

Fifth of the series of articles by Mr. Kahl, reviewing the early days of the South Shore Line.

By Art Kahl
Correspondent

In August, 1908, the management of the Chicago Lake Shore & South Bend Railway believed the track and overhead between Michigan City and Gary was in shape to begin operation of trains. The Michigan City-South Bend stretch had then been in service for more than a month. Accordingly it was decided to run a "Booster" special from Gary to South Bend, carrying a group of prominent Gary business men.

The train consisted of three motor cars bearing large banners on the sides and was in charge of Conductor Peter Dreibelbis and Motorman Lew Johnson. It was an extra train and the first to run out of Gary and it was planned to connect at South Bend with the Chicago South Bend and Northern Indiana Railway for Goshen and Elkhart.

Ill Starred Venture

It was an ill starred venture, however, for the connection was never made. The first trouble developed at the overhead over the Baltimore and Ohio at Miller where all three pantagraphs became entangled in the trolley wire causing a delay of forty-five minutes there. Upon arriving at Michigan City it was learned that three miles of trolley wire was down between Tee Lake and Birchim. Undaunted the train crew left Michigan City with their train pulled by a steam engine which had previously been fired up and made ready. The engine had been used in the construction work and consequently contained only a small amount of water in the tank which caused all the more anxiety. Three attempts were made before the train would mount the overhead at the Pere Marquette crossing; and at Smith several men had to get upon the roof of the cars and ease the wire over as the train slowly proceeded on the way.

On account of these delays the water in the tank had dwindled to nothing and the fire had to be pulled at Lake Park to prevent damage to the engine. There was just enough steam left in the boiler to take the train to about a mile from New Carlisle from where the cars could again proceed under their own power and the trip was resumed without further mishap. The trip to New Carlisle alone took nearly six hours.

On September 6, 1908, Time Table No. 6 became effective with two first class and eight second class trains each way and scheduled to make the run from South Bend to Gary in 1 hour and 52 minutes. A steam shuttle train was operated between Gary and Hammond and return meeting all trains from South Bend. By purchasing tickets to East Chicago, which was nearly midway between Gary and Hammond, and informing the conductor on the train of their desire to continue on to Chicago passengers could make a transfer at Harbor Junction (East Chicago) to Lake Shore Railroad trains or buy tickets to Hammond and ride the surface cars to downtown Chicago. Passengers coming out of Chicago would purchase tickets at the La Salle Street depot in Chicago and make the transfer at Harbor Junction to the electric trains or ride the surface cars to Hammond and board the electric railroad trains for Gary and points east. Through trains were operated every two hours between South Bend and Gary and shuttle service hourly between Gary and Hammond. The shuttle crews had their hands full making connections for sometimes they were due out of their terminal before they could possibly get back to it from the previous trip.

(To Be Continued)

Accounting

Mabel Farber
Correspondent

O. H. Hansen has returned from a three-weeks' vacation. The first two weeks were spent in an extensive automobile trip through the East. Mr. Hansen's family accompanied him. They spent several days in Detroit, Seneca Lake, New York and Atlantic City, N. J.

While at the seashore Mr. Hansen remembered the office force with a box of salt water taffy, which was very much appreciated.

The last week of Mr. Hansen's vacation was spent at Perham, Minnesota, with Ray Hotchkiss on a fishing expedition.

Jim Haller spent his vacation at home, outside of a trip to Chicago to witness a ball game. Jim is wearing spectacles for the first time. It was rather hard to get used to them. Jim says he always wondered why he couldn't play a better game of golf. But now he knows it was all on account of his eyesight.

Ruby Drake has had a week of her vacation, part of which was spent visiting her sister at Bainbridge, Ind.

Ohio has an attraction for Dorothy Bingamon. Last year it was Columbus, this year she visited at Dayton.

Mac Bernethy took life easy while away from the office, although he did make a trip into the cave district of Kentucky.

Kenneth Kickush of the stores department spent a week of his vacation without much excitement. He went to LaPorte, South Bend and Chicago for a day or so, also tried a little fishing out on the pier.

Dorothy Sprencil entertained her bridge club at a 7 o'clock dinner at Mrs. Petersen's Tea Room. A delicious chicken dinner was heartily enjoyed, after which bridge was played at three tables. Awards were received by Mildred Larson, Mrs. Paul White and Claire McKinley.

Mr. and Mrs. C. E. Connelly made a motor trip to Cayuga, Indiana. Joe also went to Cayuga to visit his grandparents and to Frankfort to visit his aunt and others.

Al Harbaugh and his wife made several short motor trips down around Kankakee, Illinois, Koontz Lake and Bass Lake.

Anne Boothroyd visited relatives in Detroit and Canada.

Loretta and Wallie Lloyd spent some time in St. Louis, Mo., where they visited some of Wallie's relatives.

Mr. Flory of the Freight Accounting department visited his parents at Napierville, Illinois, during his vacation.

Mr. May is assisting temporarily in the Freight Accounting department during the vacation period.

Eric Dickson has been appointed Assistant Auditor of Passenger Revenue and will assist O. H. Hansen in the operating and direction of the Passenger Revenue department.

Florence Gallier, who was seriously ill with erysipilas, has recovered and is back at her work. While she was away the girls in the office remembered her with a book, a basket of fruit and a bouquet of flowers.

Mildred Larson entertained her bridge club at Mrs. Petersen's Tea Room July 29. Bridge was played at three tables. Delicious refreshments were served during the course of the evening. Awards were won by Laura Stephenson, Elva Nicholsen and Mabel Farber.

Electrical

J. F. Scrivnor
Correspondent

Martha Bartels is enjoying her annual vacation the first two weeks of August.

Rue Van Ouse, relief operator, received a Red Cross First Aid certificate recently. She was the only South Shore employe to take the course.

John D. Hasemeyer, telephone maintainer, took his vacation the last two weeks in July. Mr. Hasemeyer and his family motored to the Black Hills of Dakota.

Oscar Cook is acting as telephone maintainer during Mr. Hasemeyer's vacation.

Merle Aldrich received a bruise on his forehead as a result of an automobile accident.

Motor Coach Division

Evelyn Kill
Correspondent

Glen Wade, Frank Johnson and A. F. Tomsheck all attended Cub games during the last month.

W. E. Sanders, mechanic, who was off sick the latter part of July, has returned to work.

Lucille Richey and Charlotte Micheals of our Benton Harbor concession, have taken up fishing, and early or late, when off duty, can be found with a fishing rod or pole.

Harold Wise enjoyed a three-day vacation the last week of July. He spent his time in Michigan City, with the exception of a trip to Chicago and one to Niles, Michigan.

Anna Conklin, Benton Harbor ticket agent, and her children, Aileen and Jack, spent a few days with Mrs. Conk-

lin's sister in Blue Island, Illinois. Aileen and Jack will remain in Blue Island for the remainder of the summer, returning to Benton Harbor when school opens in the fall.

A. J. Krueger spent his week of vacation visiting with his wife's folks at Muskegon, Michigan.

Our Benton Harbor ticket agent reports that our old friend "Safety" Gordon is a frequent visitor in Benton Harbor. Mrs. Gordon is staying in Benton Harbor for a while, taking the Mineral Baths.

A. F. Tomsheck visited with his parents at Homewood, Illinois, recently.

Mrs. Wm. Lyons and two children, Constance and Robert, visited with relatives in Gary the latter part of July.

Mary Milnamow, Mr. Wallace's stenographer, will leave on her vacation August 10. She plans on taking a trip east, mainly Niagara Falls.

Operator Norman Micheal and his wife visited with Mrs. Micheal's sister in Kalamazoo, Michigan, August 6.

Concessions

Ethel Ward
Correspondent

Wiener and marshmallow roasts have been proving popular at a number of beach parties enjoyed by the concession clerks at Beverly Shores.

Traveling in her new Pontiac, Mable Batterman, of the Gary office, accompanied by Irene Nobles, made a delightful vacation trip to Niagara Falls.

Mary Milnamow, Mr. Wallace's stenographer has changed her residence from Chicago to Michigan City. Hitherto, she has been traveling back and forth.

Al Sillifant of the Commissary department and his wife returned from a week-end motor trip to Terre Haute, Indiana, where they visited relatives. They were full of enthusiastic and vivid accounts of their pleasurable experience.

Transportation Notes

C. G. Scuffham
Correspondent

Conductor George Dabbert has returned to work after a number of days absence due to a broken bone in his foot which was caused by a piece of pipe falling while himself and crew were transferring freight at Kensington Freight House.

Brakeman J. Melinskey has been a patient at St. Anthony's Hospital for a number of days, the result of a slight injury received while at work at South Bend gravel pit.

Conductor P. H. McCurdy has returned to work after a leave of absence of two months.

A letter from Conductor M. A. Sheeler, who is in Tyrone, N. M., for his health, gives us the news that he is getting along quite well and his condition somewhat improved. Morge sends his regards to all and also says he would be pleased to hear from his friends and former associates.

Conductor Fields has been spending a great deal of his time recently in Gary, and rumor has it that the wedding bells are about to ring for him. While this may be only rumor, there is no denial on his part, so wait for the next news item in Pantagraph for further details.

Chief Dispatcher Ferner has returned from his vacation, looks very much rested, his place having been taken by A. H. Kambs, with A. Laskoske relieving Kambs during the time Mr. Ferner was away.

The Transportation department congratulates Conductor J. M. Ritchie who graduated from Moody Bible Institute and is now qualified for the ministry.

Sympathy is extended to Conductor C. J. Curtis whose wife has been confined to St. Anthony's Hospital for a number of days. We trust that her recovery may be rapid.

Relief Porter Abe Watson has been relieved for a number of days due to illness.

Motorman A. Kull is reported hard at work with the Ways and Structures department pending his improved physical condition which will permit his return to train service.

Motorman O. D. Fay and family recently enjoyed a week-end auto trip to Detroit.

Lots of new faces on freight and the extra board these days due to a number of collectors runs being taken off, however, excursions and week-end business has prevented a reduction of the extra board.

Brakeman T. A. O'Whene has been granted a 30-day leave of absence during which time he intends visiting relatives in St. Louis.

Ticket Agent Tibbitts of Randolph Street has just returned from his vacation as has also Agent A. J. Krueger of Michigan City, relief at both points having been made by B. L. Russell.

Agent H. J. Moyer of Gary is on his vacation and B. L. Russell is relieving him.

R. Downey of Gary Freight Station has been absent several days due to illness.

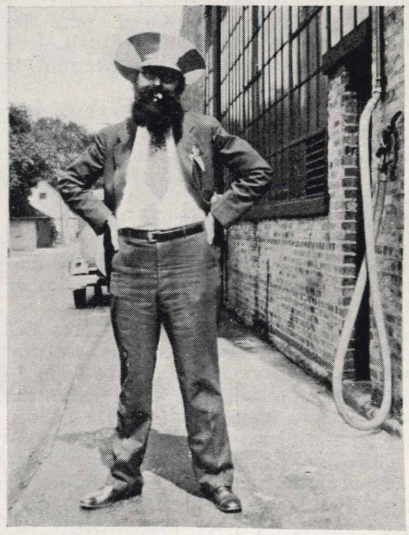
Agent L. E. Keefer has been confined to an East Chicago hospital for the past two weeks and has been relieved by L. A. Brown, regular p.m. agent, Brown's place being taken by A. H. Polk.

We wish to welcome to the service as ticket agents Henry A. May and Allen H. Polk.

Agent Cole has returned from his vacation having been relieved by extra agent H. A. May.

A. H. Kahl, relief agent, is busy making the freight station vacation relief at present at Kensington which permits Agent Provis to be away, having finished up at Gary last week-end while Agent Morgan was enjoying his time off.

Beaver Season Opens



Jack Fraunberg of the Chicago traffic department, has not, as you may suspect, had a quarrel with his barber. These are not his own whiskers at all, he explains, but belong to Motor Coach Operator Glen Wade. Apparently traffic representatives must be adept at assuming strange disguises as well as lining up business for the road.

Signals

Evelyn Behler
Correspondent

Ben Smith and family enjoyed their annual vacation at Shore Place Resort on Lake Ripley.

Earl Braginton has been host to a number of friends at beach parties recently. We are all fortunate to have such a wonderful body of water right at our doors. Beach parties will be popular just as long as old man Hot Weather is with us.

Mr. Smith won first prize of twenty dollars in selling the largest number of shares and sales of the Midland United Common Stock.

South Bend Terminal

C. W. Veach
Correspondent

Police Officer Wilson is vacationing at Jones' Lake in Michigan and from the postal cards received from him, leads us to believe he doesn't know much about fishing or else his style is far beyond us. One card received from him shows that the fish are so big that he uses a Ford to pull them in with. Gosh! he must use about a 10-pound carp for bait.

Charles Veach and family just recently returned from Colorado where they spent a very pleasant vacation in the Rockies. They visited the Big Thompson Canyon, Estes Park, St. Varnard Canyon, Bear Creek Canyon, Long's Peak and Lookout Mountain. Veach spent one day fishing and reported a very fine catch of perch, trout and bass.

South Bend has a new ticket clerk, Marshall Kambs, transferred from Michigan City. We wish him well in his new position.

L. C. Bennett, ticket agent, just recently married, is looking for living quarters in South Bend and plans to move from New Carlisle where he and Mrs. Bennett are now living.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 SEPTEMBER, 1931 No. 9

SOUTH SHORE TEAM INDUSTRIAL CHAMPS OF MICHIGAN CITY

By John Inman
Baseball Manager

Along last May you heard a lot about the South Shore Line entering a baseball team in the Industrial Twilight Playground League of Michigan City, and as they say, "we came, we saw and we conquered," because at the close of the season, about the middle of August, the other teams in the league found themselves far behind us. All told the South Shore Line team won 14 and lost two games.

If you saw any of these games you will say that the team did look nice in those sporty orange caps with the maroon "S. S." on them. Here are the boys who helped to hang up the city record: Captain and catcher, Joe Connelly; pitchers, Otto Kienitz and Tony Knoll; first base, Lester Rudnick and Norman Zeese; right shortstop, Zack Taylor and Shorty Phelan; second base, Mike Kahn and Ralph Precious; shortstop, Earl Atkins and Al Boller; third base, Bob Reppert and Chuck Beebe; left field, Frank Silakowski; center field, Wallace Kahn; right field, William Sappenfield. Boller played center occasionally and Kahn sometimes played right field. Departments represented include bridges and building, engineering, transportation, shops and general offices.

Owing to the splendid showing made this season, we fully expect to be able to come through next season as city champions. The Y. M. C. A. shortly will present each member of the team with a small trophy for having won the 1931 championship.

TO REVERT TO SLOW TIME ON SEPT. 27

Trains and motor coaches of the Chicago South Shore and South Bend Railroad will operate on Central Standard Time starting Sunday, Sept. 27, the day on which communities served by the road change back to the slow time. On that date new timetables, showing several important changes, will take effect.

AGENTS WILL HANDLE N. D. FOOTBALL SEATS

For the benefit of patrons of the South Shore Line wishing to attend Notre Dame football games to be played in South Bend this fall, ticket agents at Randolph Street, 63rd Street, Hammond, East Chicago, Gary and Michigan City will have seats for sale ten days preceding each game.

Win Twilight Championship

Here are fourteen members of the South Shore Line champion baseball team, winners of the 1931 Industrial League championship of Michigan City. Since last May they have won 14 and lost only two games.

IT'S TIME TO SEND IN OCTOBER PHOTOS

It is time now to be sending in your snapshots for the October photograph contest. Mark each entry plainly with the full name of the person or persons shown, where and when the picture was made, and any other details you think of interest. These should be sent to the Pantagraph Office, 114 East 11th Street, Michigan City, Indiana, by the 20th of the month preceding publication.

FESTIVAL HONORS

First prize in the competition between women's choruses at the Chicagoland Music Festival last month was won by the Laporte Business Girls' chorus, a group transported to and from the contest at Soldier Field, Chicago, in a chartered South Shore Line motor coach. A letter commending the driver, L. W. Hills, has been received from Eula Brady, president of the group.

MARY LOUISE SEABRIGHT

Claims Attorney J. M. Seabright and Mrs. Seabright announce the birth, August 23, of a daughter, Mary Louise, at the Methodist Hospital in Gary. No member of the family is more delighted over the new arrival than Sally Ann, age 7. Both mother and infant are doing splendidly.

EMPLOYES OF ROAD MOURN PASSING OF MRS. T. G. HAMILTON

Employes of the South Shore Line were saddened August 28 by announcement of the sudden death of Mrs. Thomas G. Hamilton, wife of the assistant general manager of the road.

She was stricken with a heart attack during the night in her home in Gary and passed away before Col. Hamilton, who was alone with her, could summon help.

Funeral services were attended by many officials of the South Shore Line, as well as by leading citizens of the Calumet district and officials of the Gary Railways and Northern Indiana Public Service companies. Burial was in Ridge Lawn cemetery, Gary.

PLAN THIRD SOUTH SHORE GOLF TOURNEY

South Shore Line golfers and any of their golf playing friends who wish to take part in a third golf tournament planned for Saturday, September 19, at Grand Beach should get in touch with Frank Winegar or James Mallon at once. It is planned to provide entertainment for the wives and sweethearts of contestants during the tournament. A special effort will be made to get employes from Chicago and South Bend to take part.

THE PANTAGRAPH

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South Shore Line Employes

Editorial Office:
116 E. 11th St., Michigan City, Ind.
Gilbert McClelland.....Editor

Vol. V SEPTEMBER, 1931 No. 9

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The Pantagraph *by mail at home.*

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$12,000,000 Payroll Aids Indiana

Advertisement of the Midland United Company

Public utility companies of the Midland United Company group paid $12,371,039.50 in salaries and wages to their employes, residents of Indiana, during 1930.

These companies, in supplying more than 830 Indiana communities with electric, gas, transportation and other services provide employment for thousands of workers in scores of different callings. Linemen, meter readers, construction workers, clerks, stenographers, accountants, engineers, interurban and street railway trainmen—this enumeration is far from complete, but indicates the variety of talent necessary to provide customers with service.

Good public utility service is impossible without conscientious and competent workers. Reliability and regularity of service are due to a large extent to progress which has been made in the improvement of equipment, but are no less due to the efficiency of employes and their pride in a good record. Companies of the Midland United group strive to maintain capable organizations by thorough training for specific tasks so that the aggregate result is good service. Thus, the public is benefited and employes are provided with a means to advance themselves.

Employes of the Midland United group of companies are residents of Indiana. They are your neighbors. They are spending their money in Indiana and investing their savings in Indiana enterprises. Many of them are home owners. They help maintain local business in all lines. They are making their contribution to the progress of their home communities and the state not only as members of public service organizations but as citizens.

Now I'll Tell One

Rastus' lawyer was informing him on the legal status of his matrimonial relationship, and his chances for a divorce: "Mistuh Johnson, I has discovered I can get yo' divorce on the grounds that yo' marriage ain't legal, on account of her father he had no license to carry a gun."

CONDUCTORS OF 1908 CARRY BRASS KNUCKS FOR UNRULY PATRONS

This is the sixth article by Mr. Kahl dealing with the early days of the South Shore Line.

By Art Kahl
Correspondent

As nature had always intended there was considerable grumbling among passengers of the Chicago, Lake Shore & South Bend Railway, and in the Fall of 1908 they probably had cause for grievance. At that time it was necessary to change twice between Michigan City and Chicago.

It might be well to mention also that during the early days of the railroad the class of passengers handled were so rough that it was necessary for the train crews to protect themselves from bodily harm. In fact, some of the trainmen claimed a pair of brass knuckles were a necessary requisite in sobering up and taming tough customers. The condition existing west of Gary relative to the service was improved shortly after when the electric cars were operated to Hammond, the western terminus of the line at the time.

Car Runs Wild

A most unusual accident occurred in December 1908, when Conductor Rinearson and Motorman Otto Kahl with car No. 10, running between Gary and Hammond, had trouble with a faulty pantagraph which failed to raise. At that time the pantagraph relay magnets were set in little wooden boxes underneath and in about the center of the car and the motorman and conductor both stepped from the car to raise the pantagraph by button from this box and in as much as the controller had stuck on the third or fourth point unknown to either of the men the pantagraph was raised and as soon as a contact was made with the trolley wire the car started away with such speed that the crew was unable to get around the rear of the car and catch the right step of the car. The car proceeded across two different railroad tracks and one electric line at Hammond around the State Line curve where the track was dead ended and across the Indiana Harbor Belt tracks and settled in the soft mud on the opposite side without much more damage than a lost pantagraph.

Passengers Indignant

The Indiana Harbor Belt tracks were entirely removed by the accident together with all the pipes connected with the interlocking tower. The crew chasing the car met the only two passengers somewhere between Hohman Street and the State Line walking back toward the Hammond Station. The returning passengers were indignant and demanded to know why they had not been let off at Hammond station.

In March, 1909, an attempt was made to operate a freight service between South Bend and Hammond. One of the combination baggage and passenger cars was used as a freight motor for the handling of less than carload freight shipments. This plan did not prove successful and it was soon discontinued. Time Table No. 9 effective April 4, 1909, authorized scheduled trains from South Bend to Pullman, Illinois, over the new line to the State Line and the Kensington & Eastern R. R. tracks to beyond. Two-hour service on through trains and hourly service between Gary and Pullman, Illinois, was maintained. The running time from South Bend to Pullman being then two hours and fifty minutes and passengers changed trains at Pullman to Illinois Central R. R. suburban trains for downtown Chicago instead of at Harbor Junction or Hammond as heretofore. The half-hour or plug trains between Gary and Pullman were discontinued on Sundays only with this time card.

(To Be Continued)

Breaking In New Equipment

Taken at Lake Park, in June, 1908, as the spic and span new cars No. 3, eastbound, and No. 4, westbound, met while taking trial spins. Among those shown, left above, Motorman "Pop" Stanley; and on the ground, sixth from the left, Alva Parsons; seventh, Conductor Tom Goodrick; eighth, Mr. Keiser; ninth Motorman McDaniels. Upper right, George Hickok and Al Kull, owner of the photograph.

TELLS OF WORKERS WHO EMPLOY SPARE TIME FOR STUDIES

By M. J. Naughton
Correspondent

Among the South Shore workers are several who have found time and opportunity for self-improvement—who devote long hours after work to intensive study, in their attempt to forge ahead. One of these is Conductor Jacob M. Ritchie, who wears the four gold bars on the left sleeve of his uniform denoting twenty years of service on the South Shore Line. Mr. Ritchie is the father of four children, three daughters and one son—and it was not until his children were grown and educated, that he felt his turn had come. In the autumn of 1927 he entered the Moody Bible Institute in Chicago to prepare for the ministry. His mornings were devoted to class work at the institute, and his afternoons and evenings to his run on the South Shore. The course of study which he mapped out for himself was a stiff one, as is evidenced by the subjects he took: Bible Synthesis, Archaelogy, Bible Analysis, Bible Geography, Bible Story Telling, English and Anatomy. His work at the institute also consisted of practical work: two semesters in Bible teaching; three semesters at the Municipal Sanitarium of Chicago, dealing principally with tubercular patients, who were confined either to their beds or to their rooms; another semester preaching at the street meetings held on the corner of Madison and Des Plaines Streets in Chicago; and three semesters at the Cook County Jail, dealing with Chicago's underworld characters. The result of his Sunday morning labors with these derelicts was that through his efforts 60 men and boys decided to live a Christian life. Mr. Ritchie on August 6, 1931, received his diploma, receiving a little more than one-third A's throughout his student course. It is his intention to eventually take up evangelistic work.

J. M. Ritchie

The young man in the picture is not only a collector on the South Shore Line; he is also Dr. John V. Sanovic, a surgeon, and another of our ambitious men. He is only 31 years of age; but every one of these years has been crowded with some student activity. Mr. Sanovic is a product of the city of East Chicago, Indiana, having spent practically all his life there. Attended the grade schools and left high school to join the U. S. Marine Flying Forces during the war, after the armistice he again entered high school, graduating in 1920. In pursuit of further education he entered Northwestern University, taking a four year course and graduating with an A. B. degree in 1924. In June, 1925, he started with the South Shore Line as a collector and has worked for the company during the past six years. He has the added responsibility of helping to support a mother and two younger sisters. In the autumn of 1927 John entered medical school, as his ambition was to become a surgeon. He attended college during the morning—working on his run on the South Shore each afternoon and evening. He received his diploma last June when he graduated from the Illinois and Chicago Medical College with a degree of Doctor of Medicine.

J. V. Sanovic

Harry Osborn was born in the romantic city of Vincennes, Indiana, spending his early boyhood, on the famed-in-song "Banks of the Wabash," where he attended grade school and high school, until the outbreak of the war when he enlisted in the service. After the war he went to Terre Haute and worked for the Terre Haute, Indianapolis and Eastern Traction Company, making his home part of the time at Indianapolis.

Believing that an opportunity for taking a course in law was better in the Chicago district, in 1925 he took employment with the South Shore Line, and has served as a conductor since that time. His ambition is to become an attorney, and Harry has enrolled in the day classes at the Y. M. C. A. Central School of Arts and Sciences in Chicago, and has mapped out a course in English and American Literature, American and World History, Sociology, Economics, American Government and Political Science and Public Speaking.

Harry Osborn

He makes his home with his father and mother in Roseland; is interested in lodge work and a member of the Banner Blue Masonic Lodge in Englewood. He is also a member of Elmer T. Howsen's Bible Class at Woodlawn. Mr. Howsen is well known to many of us as *Editor Railway Age*.

Edward R. Lewis, 28 years of age, married and with a winsome little daughter of five, holds the position of head of the Rate Revision and Overcharge Claims in the Freight Accounting department. After completing his studies at the Michigan City High School Mr. Lewis took employment at the Pullman Car & Manufacturing Company's offices in Michigan City. Coming to the South Shore in October, 1927, he was assigned to work in the overcharge claims, later to that of freight statistics, and after working along these lines for a couple of years and gaining knowledge of the freight statistics and details, he was assigned to his present position. Mr. Lewis has already completed a course in Traffic Management with the LaSalle Extension School of Chicago, and last February he began a three year course on Transportation in the Transportation Law Institute of Chicago. His course pertains to the legal end of the transportation game and is intended to train young men for practice before the Interstate Commerce Commission. On completion of the course he will be given the degree of Bachelor of Transportation Law, and will receive a certificate to practice before the commission. Even though he may not wish to go before the commission with cases, this course gives him a foundation which will be beneficial in the work of freight accounting and overcharge claims.

E. R. Lewis

Joe Connelly, just 21, graduated from the Michigan City High School in 1928. Immediately after graduation he started to work at the South Shore general offices, and is now in the Freight Accounting Department of Transit and Claim Clerk. In order to better equip himself for this work, Joe found time for study with one of the extension institutes, and has just been informed of the passing of his final examinations marking the completion of his course in Traffic Management on which he has been working for almost a year. He is interested in every form of athletic sports, and is a member of the Baptist Basket Ball Team, which last season won the Y. M. C. A. Church League Championship in Michigan City. Also the catcher and captain of the South Shore Baseball Team which won the Y. M. C. A. Industrial League Championship. He lives with his parents in Michigan City and has a younger brother. Joe is also interested in Lodge work, being a member of DeMolay Chapter in Michigan City.

J. Connelly

Motor Coach Division

Evelyn Kill
Correspondent

Mr. and Mrs. David Schmidt and family, of our New Buffalo agency, attended the Coonrod-North family reunion at Bass Lake on August 16th. Mrs. Schmidt was formerly Merle Coonrod, of Michigan City.

Glenn Wade spent several days visiting in his home town, St. Louis, Missouri, the first week of August.

William Loy, son of Supt. W. C. Loy, is going back to Purdue University September 8 to continue his studies in Agricultural Chemistry. William spent most of his vacation this summer on his aunt's farm at Mattoon, Illinois, where he and his cousin have been raising prize cattle for the past four years. For the last three weeks they have been showing their cattle at several county fairs and also at the Illinois State Fair. They captured several "Grand Champion" prizes at the county fairs and some lower ones at the State Fair.

Glenn Wade is the proud owner of a brand new pale green Plymouth coupe, for which he had to give up his Model T Ford and his peace of mind for one year.

Thirty-one children of Michigan City who were winners in the recent garden contest sponsored by the Woman's Study Club, traveled to Chicago on September 1 in one of our motor coaches. The trip was in charge of Mrs. G. T. Vail. Among the many interesting plans for the day were a visit to NBC Studios, Lincoln Park and the Shedd Aquariam.

Geo. Scrivani, formerly of the South Shore office, calls regularly for Bill Wilson's insurance, although it usually takes him an hour to get it.

Chicago Terminal

Merle D. Anton
Correspondent

J. L. Stratton has recovered from an infected finger after spending five days in the hospital.

Baggageman Dunning is ten years younger after his vacation—spending same at home resting.

Mail Messenger Rutha has returned to work after spending ten days at Hudson Lake.

Changes at Randolph Street will start soon—moving of baggage room, ticket office and the office of assistant trainmaster. Effective October 5 all of our trains will arrive and depart from old station on upper level. South Shore trains, exclusively, will use the old station.

Ticket agent Tibbets also enjoyed his vacation at Erie, Pa.

While mentioning vacations, E. M. Day had an enjoyable time in and near Huntington, Ind.

J. W. Strawser had a good time at Buffalo and Niagara Falls—honeymooners usually make the Falls.

Transportation Notes

C. G. Scuffham
Correspondent

Trainmaster J. L. Heath has returned to work after a pleasant trip to Canada, where he visited Montreal, Quebec, Toronto and Hamilton.

Traveling Motorman and Mrs. Parsons will soon leave on a vacation trip to the Pacific coast.

Motorman Walter R. Kroedel, who has been in service since 1927, has resigned his position with the railroad.

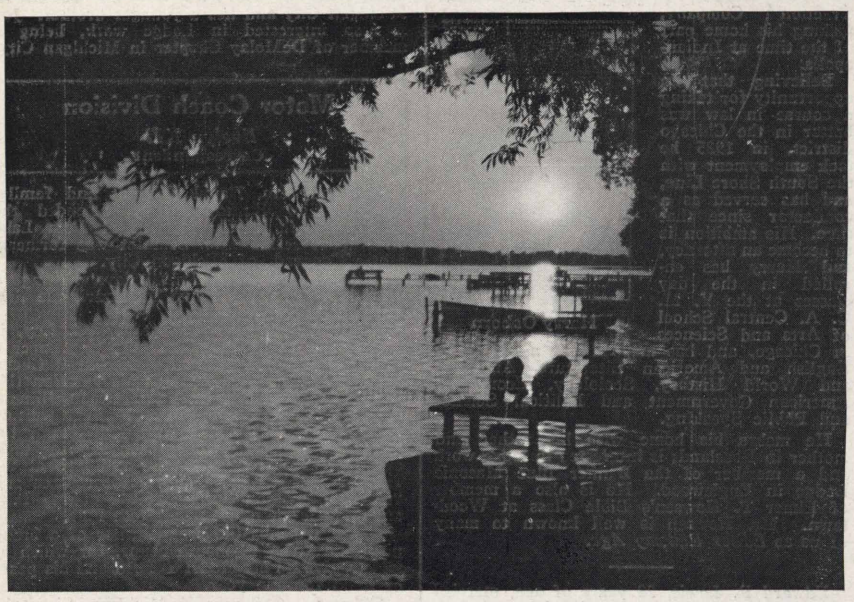
Motorman Russell Pahl has been absent from duty for several days because of trouble he has had with his eye. Several days ago he got a cinder or something in it.

Conductor Frank Fields is being congratulated by his friends on account of his recent marriage to Miss Meta Mecklenberg of Gary.

The cruise of the Indiana Naval Reserve, which took members through Lake Michigan and Lake Superior, was enjoyed by Conductor W. H. Storey and Brakeman Hal Farquahar.

Brakeman J. Melinsky, who has been away

Sunset Scene Wins



A vacation snapshot, sent in by L. H. Provis, Kensington freight agent, carried off honors in the September photo contest. Taken against a setting sun at Gull Lake, Michigan, Mr. Provis' children with some of their playmates may be seen on the dock, watching minnows.

from work on account of an injury, is improved and will soon return to duty.

Motorman O. D. Fay and son will return after Labor Day from a motor trip to Appottamax, Va.

Indianapolis and Louisville were visited by Brakeman J. W. Payne and Mrs. Payne on their vacation trip.

Mildred Richter of the Michigan City freight station has returned from her vacation and a short leave of absence.

Kilties Second

Second best photo submitted in the September contest is this one taken at a Michigan City wedding in which Alva B. Parsons, Jr., son of Traveling Motorman Parsons, and his friend John Staiger, on the right, participated, clad in these kilts.

Sympathy is extended to Mrs. Abe Watson, wife of Porter Abe Watson, who passed away August 31 after several weeks illness. Mr. Watson had been an employe of the South Shore Line since 1925, serving in the Ways and Structures department as well as in the Transportation department.

Agent L. E. Keefer of East Chicago has resumed his duties after an absence of several weeks due to illness.

Alvin H. Kambs, clerk in the chief dispatcher's office, has returned to work after two weeks vacation. Alfred Laskoske of the Gary Freight station took his place while he was gone.

Concessions

Ethel Ward
Correspondent

The Concession Department should be amply protected now as another of our girls has married a policeman. Doris Graham and Henry Knoll were married at La Porte July 29th. The Commissary Department extends heartiest congratulations and best wishes.

Anna Drolema has returned from a vacation spent in Muskegon and Detroit.

Ada Milroy is planning to spend her vacation at home which means not too far from Gary.

Accounting

Gertrude Barnet
Correspondent

Dorothy Sprencel, Rose Mentag, Al Timm and Ruby Drake spent their vacations at home this year.

Grace Griffin spent a week in Chicago, except for the day she went by boat to Benton Harbor. She says the trip was most enjoyable in spite of the rough water.

F. A. Mitchell and his mother spent their vacations in the west. Mrs. Mitchell visited at Salt Lake City, while Fred travelled on to San Francisco and Los Angeles. He reports that they had a very fine trip.

Mabel Farber, with Marjorie and Billy, is spending her vacation at Mansfield, Ohio. Mabel also expects to visit Buffalo, New York, Niagara Falls and other points in the east.

Mr. Utley is spending his vacation on a ranch at Wolsey, South Dakota.

Lloyd Bantz is on his vacation at this time, but we didn't have a chance to ask him where he was going or what he was going to do, but we presume he will spend some time golfing.

Captain Joe Connelly and the South Shore Baseball Team have been endeavoring to defeat the St. Joseph Church League Team, in a series of games, for the city championship, but we haven't as yet learned who the champions are.

Electrical

J. F. Scrivnor
Correspondent

William Haas, lineman, during his vacation will drive to Sharon, Pennsylvania, to get his wife and visit relatives.

Guy Hunt's ball team is coming along fine, although it is only a midget team they intend to beat the South Shore team.

Frank Scrivnor is the proud father of a bouncing 9¼ pound boy. The boy arrived Friday, August 21, 1931.

Oscar Cook is back from his vacation in Michigan. He reports that fishing was great. Incidentally he has trouble getting his clothes off because of the fishbones sticking through his ribs.

Bill Auch, signal foreman, is running around now with pencils behind both ears. He is drawing sketches for the line department.

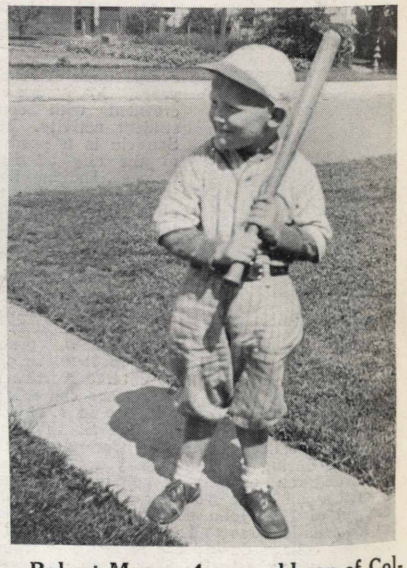
ACCIDENTS DECREASE

By W. W. Clemmons
Safety Engineer

Standing of the various departments of the railroad in accident prevention for seven months of 1931.

Department	Minor	Lost Time	Total
Accounting			
Commissary	1		1
Communication			
Electrical	1		1
Freight Stations	3		3
General Office			
Gate and Flagmen			
Maintenance of Way	11	6	17
Mechanical	14	10	24
Signal			
Transportation	15	6	21
Total	45	22	67

Southpaw Third



Robert Moore, 4-year-old son of Collector Robert Moore, is shown in the third best September snapshot. Whether he is naturally left handed or was only batting left handed against a right handed photographer, is not known. General Auditor E. H. Utley sent in the photo.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 | OCTOBER, 1931 | No. 10

SOUTH SHORE MAKES MANY IMPROVEMENTS DURING 1931 SEASON

The bulk of the South Shore Line's construction work for the 1931 season has been completed, according to an announcement by Charles H. Jones, general manager of the Chicago South Shore and South Bend Railroad.

Improvements at Michigan City include installation of a modern fire sprinkler system to safeguard the two shops buildings, and rehabilitation of the old shops building for use in inspecting cars and making light repairs.

Tie Plating Completed

Work of tie-plating the entire road for 72 miles between South Bend and the Calumet River drawbridge has been completed. This was begun six years ago when the present management took over the road as part of the general rehabilitation program inaugurated at that time.

Approximately eight miles of single track were re-ballasted: two and one-half miles between Burns Ditch and Fulton Road, where limestone or slag was used; one and one-half miles at Wilson, and four miles between 134th Street and Kensington. More than 5,500 ties were replaced.

Affords Better Drainage

Using the power ditcher and spreader purchased last winter, the north side of the roadbed between Michigan City and South Bend, a distance of more than 30 miles, was widened and re-ditched to afford better drainage. Sub-ditches were dug along cuts.

The roadbed was oiled 34 miles between Michigan City and East Chicago; and experiments with a new chemical weed killer were so successful it may be adopted for use next year.

Notre Dame Team, Band, Glee Club Use Road Oct. 10

The Notre Dame football team, the band, the glee club and most of the student body and faculty availed themselves of South Shore Line service to and from Chicago over the week end of October 10. All witnessed the game with Northwestern at Soldier Field Saturday afternoon. The glee club participated in a chain broadcast Friday evening.

COORDINATE TRAFFIC LIGHTS WITH TRAINS AS SAFETY MEASURE

As a further step in the railroad's campaign to eliminate crossing accidents, the traffic lights at Tenth street and Willard avenue, Michigan City, Indiana, are coordinated with the movement of South Shore Line trains by a device put in operation last month through the cooperation of city officials.

The traffic lights operate at regular intervals for the guidance of automobile and street car traffic. An approaching South Shore Line train sets the new device in operation when 1,500 feet from the crossing.

If the lights toward the approaching train are green, they will remain green until the train has passed. If they are red, they will remain red until the end of the regular interval when they will change to green and remain green until the train has passed.

A somewhat similar installation made two years ago by the South Shore Line at Chicago avenue, Michigan City, has proved successful.

WINTER SCHEDULES REDUCE RUNNING TIME OF TWO TRAINS

A further reduction in the running time of two trains is made under winter schedules effective on the South Shore Line with the change to Central Standard Time, Sunday, September 27.

The two trains to maintain faster schedules are the Industrial Limited, carrying a dining car daily except Sunday, which leaves the Randolph Street terminal in Chicago at 7:10 a. m., and the Notre Dame Limited, carrying a parlor car daily except Sunday, which leaves Chicago at 8:09 a. m.

Eleven trains carry either parlor cars or dining cars or both on week-days and two trains carry parlor cars Sundays.

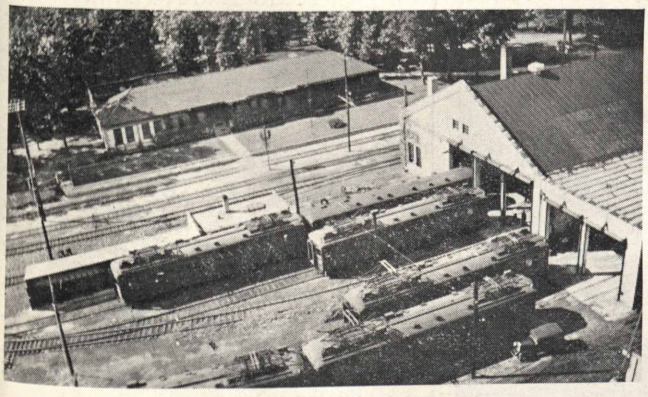
Another important change is in the schedule for the Fort Dearborn Limited, crack morning parlor-dining car train out of South Bend for Chicago. Under the revised schedule it leaves South Bend at 7 a. m., instead of 7:04 a. m., Michigan City at 7:39 instead of 7:44 and Gary at 8:06 instead of 8:11, arriving at Randolph Street, Chicago, at 8:53 a. m., instead of 8:57 a. m. as heretofore.

MOTOR COACHES USE EASTERN STANDARD TIME IN MICHIGAN

Five trips daily in each direction between downtown Chicago and Southwestern Michigan are featured in new schedules of the coordinated rail and motor coach service of the South Shore Line. Trains leaving Randolph street at 5 a. m., 8:09 a. m., 11 a. m., 2 p. m., and 5:15 p. m., Central Standard Time,

(Continued on Page 2, Col. 2)

From Water Tank



Judged the best photo submitted in the October contest, this view of the old shops and the general offices in Michigan City was taken by Earl Atkins of the shops department who scaled the new 100-foot water tower to get this interesting view.

Soup's On

Time for lunch and here are several office employes waiting to board No. 18 enroute to Michigan City. This entry of Leo Kircher's placed second in the contest. It shows Ethel Miller, H. F. Kirk, Walter Anderson, Regina Orlowski, Gertrude Barnet, Joe Curtis and Lloyd Iseninger.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
114 E. 11th St., Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V OCTOBER, 1931 No. 10

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The Rise and Fall of Fools

Our stock on hand of prophets is too large. Charts and analyses darken the face of the sun. Predictions cover the earth as the waters cover the sea; economists are as common as boll weevils. Amid all this babel and confusion I hear one clear voice. My friend William Feather of Cleveland had invented a sure method of predicting the ebb and flow of prosperity.

"Hereafter I shall pay no attention to car loadings, bank clearings, crops or commodity prices," he says. "I shall concentrate on just one indicator—the rise and fall of fools. When I look around me and see young men, half my age, driving high priced cars, leaving their offices at three o'clock in the afternoon, boasting that they made twenty-five thousand dollars last year and exchanging tips good for a thousand dollars over the week-end; when I see the boys rolling in money; boys whom I wouldn't hire to wash the rollers in my printing plant —when that day comes around again, I shall rush to my bank and sell every share of stock I own.

"Because," he continued, "God never intended that fools should make a better living than honest workers. Whenever a situation arises in which they do, I know that it is contrary to the fundamental laws of the universe and cannot last."

When the market cracked in 1929, I happened to be in a small city in the Middle West. A business friend told me that at least a dozen young men in that town, college graduates of 1927 and 1928, had never gone to work at all. Sitting in brokers' offices, they had "made" twenty-five to forty thousand dollars a year and looked pityingly at people who were still old fashioned enough to work.

A few weeks previous, a man had come into my office to ask us to handle the advertising of an "investment trust." I wouldn't have trusted him with a nickel; yet he was proposing to invite the American people to turn over a half billion dollars of their savings to his care.

Verily fools were in their glory in 1929. As I write this, it appears to me that they are now pretty well deflated. It must be about time to begin to buy stocks. — *Bruce Barton in Red Book Magazine.*

MOTOR COACHES USE EASTERN STANDARD TIME IN MICHIGAN

(Continued from Page 1, Col. 3)

connect at Michigan City with coaches serving communities along U. S. Highway No. 12 to St. Joseph-Benton Harbor.

Returning, motor coaches leave the Benton Harbor station at 7:10 a. m., 10:10 a. m., 1:10 p. m., 4:10 p. m., and 6:10 p. m., Eastern Standard Time. They leave St. Joseph seven minutes later. In Michigan City they make direct connections with trains for downtown Chicago.

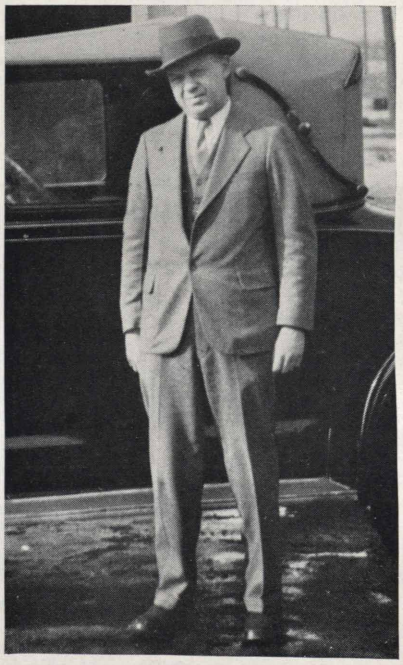
Eastern Standard Time was adopted for all points in Michigan by the motor coach division of the South Shore Line for the convenience of patrons of the line, the majority of whom live in communities now using the faster time.

ED. WILLIAMS MADE SECRETARY OF RAIL ROAD BOOSTERS' CLUB

E. H. Williams, South Bend freight agent for the South Shore Line and a *Pantagraph* correspondent, has been elected secretary-treasurer of the South Bend Railroad Boosters' Club, an organization recently started by railroad men in South Bend.

Other officers are A. H. Bock of the New York Central, president, and A. D. McKnight of the Grand Trunk, vice-president. Meetings will be held every two weeks and a program looking to the improvement of the South Bend roads will be undertaken.

There are more than 700 men in the city eligible to become members of the organization and it is expected the club will experience a rapid growth.



E. H. Williams

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

The old gentleman's wife was entering a railway car, and he neglected to assist her.

"You are not so gallant John, as when I was a gal," she exclaimed, in gentle rebuke.

"No," he replied, "and you are not so buoyant as when I was a boy."

! ! !

JUST RIGHT!

Undertaker: "How's business?"
Doctor: "Sickening. How's yours?"
Undertaker: "Dead."

! ! !

HORSES! HORSES!

Cook: "Use two cups of flour and two gallops of molasses."

Visitor: "Two what?"

Cook: "Two gallops."

Visitor: "What are they?"

Cook: "Well, you take the molasses can and turn it upside down. As the molasses pours out it goes 'gallop, gallop.' Take two of them."

! ! !

Grandfather: "I never see a blush on a girl's cheek now. It was different in my day."

Flapper: "Oh, naughty granddad, what did you say to them?"

! ! !

THE SHARPER

Don Marquis, on a trip abroad, conceived the idea of setting aside a hundred dollars to spend in learning how smoking-room card sharpers operated. He had always been curious about them.

The first evening he strolled into the smoking room. Sure enough, he was asked to play. Under his eager acceptance, the stranger went away and came back with two others and they sat down.

At the end of the evening Marquis was sixteen dollars ahead, having played at half a cent. This was all true to form. The next night he was thirty-one, the third night twenty-eight.

He watched slyly, and on the last evening was delighted to hear the man who had organized the game suggest that, it being the last night, they raise the stakes a little. "How about a cent and a half?"

"Sure," said Marquis eagerly. Now he would see the dirty work. At the end of the evening, however, he had won seventy-six dollars more.

The next day, Mr. Marquis saw a lady nudge a companion and nod toward him as they drew into Cherbourg. "That," she whispered, "is the card sharp who cleaned Wallace out of eighty-three dollars."

! ! !

"Who can give a sentence using the word 'pendulum'?" asked the teacher.

Little Rastus' hand went up. The teacher nodded encouragingly. "Lightning was invented by Pendulum Franklin."

! ! !

TOKIO TRAFFIC LAWS

Traffic regulations posted in the Tokio Central Police Station are as follows:

1. At the rise of the hand policeman stop rapidly.
2. Do not pass him by, or otherwise disrespect him.
3. When a passenger of the foot hove in sight tootle the horn at him, melodiously at first, but if he still obstacles your passage, tootle him with vigor and express by word of mouth the warning "Hi! Hi!"
4. Beware the wandering horse that he shall not take fright as you pass him by; go soothingly by.
5. Give big space to the festive dog that shall sport in the roadway.
6. Go soothingly in the grease mud, as there lurks the skid demon.
7. Avoid entanglement of dog with your wheel spokes.
8. Press the brakes of the foot as you roll round the corner to save collapse and tie-up.

! ! !

Mrs. Slow: "Mary, tell Mr. Slow I'm ready now. I thought he was dressed and waiting."

Mary (returning): "Please, ma'am, he was, but he says you'll have to wait now until he shaves again."

HEADS WAG AS ROAD OPERATES FIRST TEN CAR TRAIN, JULY, 1910

This is seventh of a series of articles by Mr. Kahl, telling of the early days of the Chicago, Lake Shore & South Bend Railway.

By Art Kahl
Correspondent

The first block signal system installed on the Chicago, Lake Shore & South Bend Railway in the winter of 1908-09 failed to improve operation of trains and succeeded only in delaying them. It was of the positive selector type with signals at each side track between South Bend and Gary.

To operate these signals the train dispatcher in Michigan City would plug in on a selector numbered according to the siding and start the current with a motor generator. If the block set properly the dispatcher would get an indication on a tape working in connection with the selector.

But since the dispatcher had no way of clearing the individual block, it had to be cleared by a conductor on the spot, acting on orders from the dispatcher. Owing to interference from high voltage lines the dispatcher would often set several other blocks he had not intended to set, delaying trains along the line. The system was soon abandoned.

Schedules Irk Patrons

On March 10, 1910, schedule changes went into effect whereby the speed of the trains was reduced so much that it was nearly impossible to keep from running ahead of time—trains laying in their station five to 10 minutes much to the displeasure of the traveling public.

Also flagmen employed to flag crossings through East Chicago were assigned scheduled runs because of the fact that previous to this time they seemed to turn up missing so much of the time when they were supposed to be on duty. It was not unusual to find them shooting dice with the ticket agent or at the pool room or in saloons which abounded in those days.

The first 10-car passenger excursion train was run from Pullman to Hudson Lake in July, 1910, carrying employes of the Pullman Car Company. This train was an experiment and was handled successfully as far as the operation was concerned but those responsible for making up such a long train were severely criticized on that day. Later on, however, 10-car trains were not uncommon. This train was a "regular train" and brought forth much comment from the people along the line.

New Track to Gary

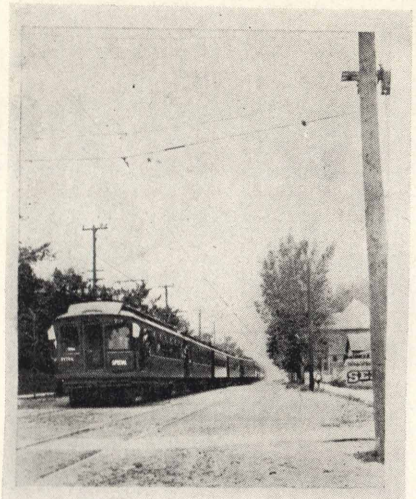
Single track was used between Gary and Hammond until Oct. 26, 1910, when double track was placed in service. This was a treat to all concerned as the old single track operation with sidings at Clark Road, Cavanaugh, Republic Iron Works and Hammond was not suitable for the many trains being operated. Switches controlling signal lights at each siding had to be thrown by hand.

When the gauntlet tracks were first laid over the E. J. and E. and Pennsylvania overheads, the protection was from hand thrown signals on either side of the bridge.

At first it was necessary for trains to come to a dead stop to throw these switches but eventually the trainmen became so adept that with the use of a flapstick the trick could be accomplished while the train was travelling from 15 to 30 miles an hour.

(To be continued)

Postal Advertising



AN ELEVEN CAR EXCURSION TRAIN,
PULLMAN, ILL. TO HUDSON LAKE, IND.
JULY 10, 1910
via
CHICAGO, LAKE SHORE & SOUTH BEND RY.
(SOUTH SHORE LINES)

Distributed to patrons of the road as an advertisement, this postcard has been preserved for more than twenty years by A. M. Kull.

RAIL TRAVEL NOW SAFER THAN EVER

By W. W. Clemmons
Safety Engineer

It is safer to travel by rail today than ever before. For each passenger fatality in train accidents in the United States during 1930, the railroads carried 101,571,000 passengers—a reduction of 88 per cent in ten years. For each passenger injured the railroads carried more than 9,000,000 passengers—a reduction of 81 per cent in ten years. The remedies for these accidents are simple:

1. Never attempt to board a moving train.

2. When preparing to alight keep off platforms until trains stop.

3. When approaching stations or leaving stations, and while waiting for trains, keep off the tracks. Look in both directions before stepping on any tracks.

4. While waiting for trains at stations remain at a safe distance from all tracks.

RECORDING TAPE IN SAFETY GATE NIPS CLAIM OF AUTOIST

By Charles C. Towle
Correspondent

How resourceful the Claims Department must be in meeting new situations is illustrated by the method followed in investigation of a claim involving the Calumet Avenue crossing in Hammond which is protected by a pair of electrically actuated automatic crossing gates.

The automatic gates had been operating for about a year and no collisions with them had ever come to the attention of the Claims Department. Then one day a motorist reported that he had driven up to the gates while lowered, stopped his auto and waited for the train to pass. Then he alleged that the bell ceased ringing and the gates ascended. He started his auto forward and just as he was on a line with the nearer gate, it suddenly and without warning came down on the roof of his auto causing considerable damage. He remained at the crossing about fifteen minutes during which interval no train appeared.

Difficult Claim

The case as related by the claimant seemed invulnerable. It was a "blind" accident with no report from the operating department because there were no witnesses either employee or public.

B. L. Smith, signal supervisor, was interviewed and he declared that the gates in controversy were mechanically perfect and that it would have been impossible for them to have acted in the manner described by the claimant. To substantiate his contention he produced a long tape of cross-sectioned paper which recorded the movement of the gates on the date of the alleged accident.

The chart was obtained from a clock-like recording device in the base of one of the gates. It consists of two pens, one for each gate, which inscribe two parallel lines on the revolving roll of paper. The lines are drawn horizontally while the gates are upright. While they are lowering, the pens describe a downward motion. Then another horizontal line is drawn on a lower level during the interval the gates are down. When they ascend, the pens revert to their original position and the line is resumed on the upper level.

Operation Was Normal

An examination of the tape revealed no unusual operation of the gates on the date in question; that is to say, every indicated movement was accounted for by the scheduled passing of a train. When Smith further declared that the ringing of the bell was a pre-requisite to the lowering of the gates, the Claims Department concluded that the accident could not have happened as claimed.

NOVEMBER PHOTO CONTEST

Snapshots to be entered in the November contest should be sent to the Pantagraph Office, 114 East 11th Street, Michigan City, on or before Oct. 20. Please mark each entry plainly with your name and names of persons shown.

Traffic Department

C. L. Binger
Correspondent

Dwight G. Wood, passenger representative, has become a star salesman of Midland United Common stock.

Frank Newman has a new hobby, formerly enjoyed by blacksmiths. He is now a proficient handler of files. Would it be a pun to say he rasps?

Bill Pendleton returned from his vacation much elated at his accomplishment. He made par on one 18 hole course in seven holes.

Ruth Mechner and May Ooms are back from their vacations. Ruth slightly more slender and May somewhat stouter, but both looking exceptionally well as a result of their rest.

Larry Preston is enjoying a vacation as this is being written.

Ye correspondent hath been lax in attending his literary duties. It's the heat, friends. Those dear members of our immediate and adjacent vicinity couldst help much, if only they would take ye correspondent into their confidence, and allow their family secrets to enter his ear for publication.

Forgot to say our boss and family are no longer suburbanites. They all returned and especially a future Robert Tyre Jones, whom we understand shot a 79 and 80 at the Junior National open classic at Beverly. We refer here to the senior member of the Petersen juniors.

Concessions

Ethel Ward
Correspondent

Ruby Randolph was called home recently because of the serious illness of her mother, but has now returned to work at the Michigan City concessions.

Quite the French accent is imparted to Ruth Hutton by her new Eugenie hat.

Although Donald Barney has been on the sick list, his mother, Florence Barney, reports that he is well on the road to recovery.

Nina Hutton has returned to LaPorte to finish high school. She says she enjoyed working during vacation and hopes to return to us next year.

Genevieve Killingbeck, daughter of Mae Killingbeck, spent the last few days of her vacation wtih her mother in South Bend.

Al Sillifant and Mrs. Sillifant chose for their vacation a motor trip through Canada, taking in Niagara Falls. During his absence I. K. Mummey was very busy looking after the commissary department.

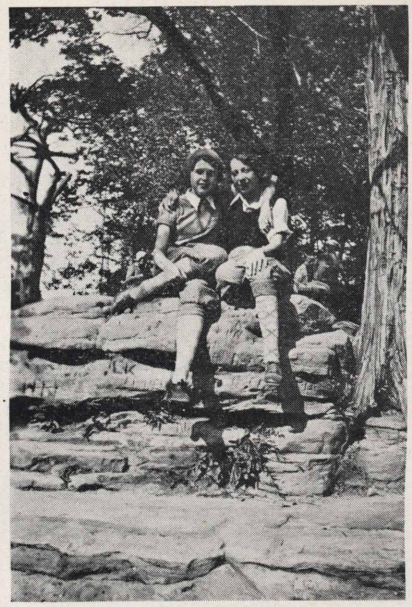
Edith Harris of Gary concession spent her vacation at the home of her mother in Brazil, Ind.

Motor Coach Division

Evelyn Kill
Correspondent

A. F. Tomsheck is now working out of Benton Harbor instead of Michigan City, which fits in well for his hunting expeditions up in Michigan with Gene Jenkins this winter.

Underfed?



While Florence Kienitz, right, Michigan City telephone operator, failed to find evidence that the rock on which she is seated is suffering from undernourishment, the snapshot, which wins third place in the October contest, was taken at Starved Rock, Ill. Her companion is Regina Novcroske.

The Lyons family is planning on spending next Saturday in Chicago, visiting the Field Museum, Shedd Aquariam and Adler Planetarium.

Frank Johnson spent his first two days off, after the reduced schedule went into effect on September 27, in Benton Harbor, taking the Mineral Baths.

Our Benton Harbor employes report nothing but colds. Those afflicted are Pauline Canfield, Anna Conklin and Lucille Ritchie, also Operator Glenn Wade.

Joe Murphy is the new mechanic helper in the garage, taking the place of Harold Wise.

M. B. Wilson and his wife spent five days of Bill's vacation up in Canada, coming back in time to see the Notre Dame-Indiana game at Bloomington. It's a mystery why Bill went to Canada, as he has neither relatives or friends there. He is planning on taking the other week of his vacation at Christmas time, when he will visit his mother in San Antonio, Texas.

Freight

Ed. Williams
Correspondent

Walter Weber, chief clerk at South Bend Freight Terminal, left Saturday, October 3, for New York City. He will see the sights in New York, Philadelphia and Washington before returning home.

The next regular monthly meeting of the freight agents will be held Thursday, October 15, at the Chicago Traffic Club. Messrs. Valleau and Oberfell are the hosts.

Maintenance

W. M. Lloyd
Correspondent

Have you noticed the Jordan Spreader in the back yard all painted up in standard South Shore colors? We are all set for winter so let the wild winds blow and the snow drift. The art work was done by "Tip" Rinehart who claims he sprayed equal amounts of paint on his face and the Jordan.

John Hubenthal has returned from his vacation which he spent in the lake regions of Wisconsin. John didn't send any fish back for several reasons. There was no railroad spur convenient on which to spot a refrigerator car, it rained practically all the time and John had so much company coming and going he wouldn't have had time to fish any way.

Fred Parker made a flying trip to the American Legion convention at Detroit. Fred didn't say if he reached Windsor or not but we don't think he did. He got home too soon.

We extend our sympathy to Mr. and Mrs. John Williams, the parents of Edward Williams, who passed on a short time ago. Ed was a member of the field gang during the summer when home from Iowa University and always a popular fellow with those he came in contact with.

The Engineering Department held their own private golf tournament the first Saturday in October. Mallon, Boller, Lloyd and Auch competed. Bowler was adjudged winner, Mallon runner up and yours truly just went along. Auch was not allowed to compete for professional reasons.

Julius Macedo and three of his men, Walter Cedar, Ambrocio Sylva and William O'Rourke, recently took a bad spill when a dog ran in front of their motor car at the 127th street crossing near the ice house. They have all recovered now and are feeling none the worse for their shaking up.

Carl Rothfuchs and Mrs. Rothfuchs spent Labor Day in Grand Rapids visiting friends.

Al Boller spent the week end in Evanston.

Signals

Evelyn Behler
Correspondent

Merle Aldrich and John Kelly returned from their week's vacation in the North Woods; both reported they enjoyed their trip immensely.

William Haas returned from his vacation in Pennsylvania, the proud father of a nine and a half pound baby boy. Wife and baby are doing fine and will return later.

Beebe, signal helper, played football with the alumni against the high school team.

Roadmaster Hubenthal and family are enjoying their vacation some place in Wisconsin. Good luck, John.

John Hasemeyer, telephone maintainer, had a small accident in South Bend Sunday. His car came through with only a bent fender.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 NOVEMBER, 1931 No. 11

PLAN FOR UNEMPLOYMENT RELIEF

NAILS RUMOR THAT 1933 WORLD'S FAIR IS TO BE POSTPONED

Many Big Corporations Sign For Exhibits and Pay Up In Advance

There will be a World's Fair in Chicago in 1933, and any rumors of postponement are absolutely false. This is the essence of an article in the October issue of *Commerce*, official publication of the Chicago Association of Commerce.

"Scores of the wealthiest corporations in the United States have banded together in defiance of the pessimists and not only contracted for display space that will run into millions, but have paid for that space in advance.

"Six major railroads with thousands of miles of tracks spanning the nation have definitely committed themselves to a part in the greatest trade show the nation has ever witnessed.

"Oil corporations, motor transportation and allied industries are preparing exhibits that will not only show the progress of speed but will display the intricate workings of their particular lines in actual operation.

"Displays will rip the veil of mystery away from science so that the most unscientific mind can see and understand

Continued on Page 2, Col. 1

Five Sets of Electric Switch Heaters To Be Installed For Winter

Five sets of electric switch heaters, designed to keep switches free from snow and ice during stormy weather, will be installed for use this winter by the Chicago South Shore and South Bend Railroad.

This is in accordance with the South Shore Line's policy of taking advantage of newest developments in railroad practice and follows successful experiments with switch heaters last winter.

The new heaters will be installed on switches at Burns Ditch, Meadowbrook, the west end of Tamarack siding, and at both ends of the siding at Davis. Heaters are already installed at Virginia street, Gary, and at the east end of Tamarack siding.

SO. CALIFORNIA GAME

A large passenger movement is expected out of Chicago, Saturday, November 21, the day of the Notre Dame-Southern California game in South Bend. A special train will leave Randolph street at 10:45 a. m., according to R. E. Jamieson, general passenger agent. Round trip rates of $3.65, Saturday only; and $4.25, Friday noon to Sunday night, will be in effect. Seats for the game may be had at Randolph, 63rd, Hammond, East Chicago, Gary, and Michigan City stations.

THOSE WHO HAVE JOBS WILL BE REQUESTED TO HELP LESS FORTUNATE

Unspent Balance of $6,800 From Last Winter Will Be Used First

Employes of the Chicago South Shore and South Bend Railroad will be called on soon to contribute a small fraction of their earnings to the fund being raised this winter by the railroad for the help of the worthy unemployed in communities served by the South Shore Line's trains and motor coaches.

A most generous response was accorded last winter's call for funds and indications are that an even greater number of South Shore Line workers will subscribe this year. There is now a balance of approximately $6,800 remaining from last year's fund and this balance will be used before any collections are made this year.

Outline of Plan

As outlined by General Manager Charles H. Jones, the plan for unemployment relief this winter calls for the voluntary contribution of 1½ per cent of each month's earnings by employes receiving less than $100 a month, and contribution of three per cent by those earning more than $100 a month. Donations will be deducted from pay checks.

The treasury of the railroad will also contribute to the fund. For each dollar contributed by an employe the South Shore Line will contribute 50 cents.

It is felt that any regular South Shore Line employe, now temporarily out of work, should benefit directly from the fund. So it has been decided first of all to see that South Shore Line workers are well taken care of. This will not apply in cases where the former employe was only hired temporarily and worked for the road only a month or so.

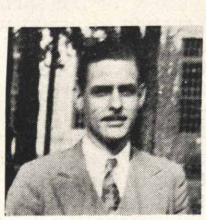
To Bona Fide Agencies

All other money appropriated from the fund will be handed directly to the relief organizations in communities served by the road. These disbursments will be allotted to the communities on the basis of the number of South Shore Line workers living in each.

"We are of the opinion that this is the very best way for each employe to discharge any obligation he may feel for his less fortunate fellow citizens," said Mr. Jones, "and anyone subscribing to this fund may feel he has done his full share toward relief of the suffering which has followed in the wake of the present economic depression."

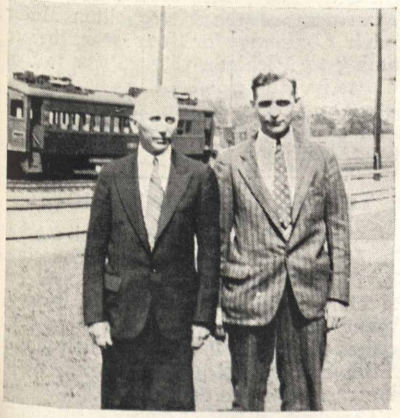
Eric M. Dickson Takes Over Passenger Accounts As Henry Hansen Goes To Important New Post

O. H. Hansen, auditor of passenger revenue for the Chicago South Shore and South Bend Railroad, has been made auditor of passenger revenue for the Indiana Railroad system and will have his headquarters in Indianapolis in the future. His successor in Michigan City is Eric M. Dickson who came to the South Shore Line from the Metropolitan Motor Coach Company of Chicago on August 1.



Eric M. Dickson

Announcement of the change was made November 5 by E. H. Utley, Jr., general auditor of the South Shore Line. Mr. Hansen's promotion is effective as of November 1 and he has already moved with his family to Indianapolis where his offices will be in the Traction Terminal Building.



O. H. Hansen, left, who leaves to join the Indiana R. R., photographed last year with W. M. Bernethy. Both have seen 21 years' service.

Mr. Hansen has been with the South Shore Line for more than 21 years and has seen the road during virtually its entire history. He started with the old Chicago Lake Shore and South Bend Railway as cashier August 10, 1910, and remained in that capacity for five years.

Continued on Page 2, Col. 3

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
114 E. 11th St., Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V NOVEMBER, 1931 No. 11

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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The Millenium

If our governments, national, state, and municipal, were serving us as beneficially and as honestly as we are being served by the capitalists, the engineers and the scientists who are supplying us with electric light and power, we would think the millenium had arrived, with very little about it to disappoint us. Our danger at the present time is not from corrupt and tyrannical business control, but from incompetency, selfishness, grafting, and corruption in the machinery of politics and government. There are no phases of the electrical industries at the present time that afford serious justification for the pretense that there is a menacing 'power trust.'—*Review of Reviews, October.*

NAILS FAIR RUMORS

(Continued from Page 1)

the laborious processes and years of research that have made modern life so easy to live.

"Thousands of exhibits will show how progress has set the pace during the last hundred years. How the movement of man toward more comfortable and more efficient living has gone forward from the Pony Express and the mogul-hauled train to the onrushing demands of tomorrow.

"In the field of automotive transportation, the General Motors Corporation has signed a contract for the erection of a special building at a construction cost of close to $1,000,000, to be devoted exclusively to the display of General Motors products.

" 'A complete automobile assembly line in constant operation,' said W. S. Knudsen, president of the Chevrolet Motor Company, and representative for the General Motors Corporation, in announcing the signing of the contract recently, 'is one of the attractions planned for the new structure which will also contain the complete lines of all General Motors products.' "

TRAINS PAUSE TO HONOR EDISON

Out of respect to the memory of Thomas A. Edison, the trains and motor coaches of the Chicago South Shore and South Bend Railroad were halted for one minute at the hour of the great inventor's funeral services, October 21.

DOUBLE TRACK BUILT FROM KENSINGTON TO HAMMOND, DEC. 1911

This is eighth of a series of articles by Mr. Kahl, telling of the old days of the South Shore Line under an earlier management.

By Art Kahl

Twenty years ago this December 5 automatic light type block signals were installed for the protection of the two gauntlet overheads west of Gary; and the inconvenience attending the use of the old hand-thrown signals which had guarded these two crossings was removed. It had been necessary, prior to the new installation, for the trains to come to a dead stop, or nearly dead stop, while trainmen threw the switches.

Also, in December, 1911, the Chicago Lake Shore and South Bend Railway further improved its facilities by extending the double track, which then existed only from Gary to Hammond. A second track was laid on to Kensington, eliminating sidings at Hegewisch and Parsons and vastly improving the half hourly passenger service which was then being operated out of Pullman. Single track still remained between Kensington and Pullman, however.

The following spring, on May 25, 1912, an agreement was made with the Illinois Central whereby South Shore Line coaches would be handled by Illinois Central steam engines to the downtown Chicago terminal at Randolph street. This service was started June 2 and proved decidedly popular with patrons. Trailer coaches were attached to South Shore Line double end motor cars and then switched to Illinois Central steam engines at Pullman. At first this new service did not benefit South Bend and Michigan City passengers because of a clause in the agreement which prohibited through routing between Randolph street and points east of Gary. As a consequence all passengers had to change at Gary. This defect was remedied shortly afterward, however, and it was at last possible to ride all the way from South Bend to Randolph street without changing cars.

Early in the spring of 1913 the construction department started the relocation and rebuilding of the track in Chicago avenue in East Chicago and Calumet. A franchise had been granted the Hammond, Whiting and East Chicago line and the Gary and Interurban, permitting them jointly to install a third track in Chicago avenue and this necessitated the moving of the track to the north side of the street with new ties and new rail and crossing diamonds.

Shortly after the track had been rebuilt a trunk sewer was built down the center of Chicago avenue, with laterals every 25 feet. When the contractor had finally finished his work most of the new ballast had been deposited in his trenches and the track had to be reballasted. The only gain for the railroad was the revenue derived from hauling the material for the building of the sewer. During this construction it was necessary to use one track and then another, changes being made hourly for the benefit of the contractor who was as anxious as the railroad officials to finish the job. This particular stretch of track, according to newspapers of that date, "resembled an amusement park roller coaster with all attendant thrills and all included in one fare paid."

Button Shoe Days

A shoe buttoner was an even more important pocket piece than a gold tooth pick at the time this group of button shoe wearers was photographed in the Gianakis & Svolos studios on South State street, Chicago. They are South Shore Line workers of 1908-9. Left to right, Motorman J. R. Adams, Conductor Peter Dreibelbis, Motorman Asa Golding, and seated, Motorman George Helm. Another of the many interesting pictures preserved by A. M. Kull.

HANSEN LEAVES ROAD

(Continued from Page 1)

He was then made paymaster with supervision over passenger accounting, and ten years later, shortly after the present management took over the road, was made auditor of passenger revenue.

He will have even heavier responsibilities in his new position and the change represents an advancement in his chosen field. Emloyes of the road, while reluctant to see him leave, unite in wishing him success in his new duties.

Mr. Dickson, a graduate of Northwestern University, was in the accounting department of the Metropolitan Motor Coach Company for four years before coming to Michigan City. Prior to that he was in Highwood, Ill., as bookkeeper with the North Shore Line. He and Mrs. Dickson now live at 201 Williams street, Michigan City.

TINFOIL COLLECTORS NOTE!

Because of a drop in the tinfoil market the Medinah Temple has quit collecting the foil for conversion into money for its children's hospital, General Freight Agent A. W. Oberfell announces. He wishes to thank all who have helped him in this work, particularly the members of the transportation department.

The drop in tinfoil prices is attributed to increasing use of cellophane and the consequent lessened demand for foil wrappers, Mr. Oberfell adds.

Traffic Department

C. L. Binger
Correspondent

Larry Preston has returned from his vacation much refreshed, and in addition to all known and reported points of pulchritude, has a fine crop of hair on the upper lip.

"Jamie" had all the outward appearances of one of Notre Dame's famous gridiron artists. Says he bumped into a door, but in reality it was an infected eye, which is much improved as this is being written.

Mae Ooms once more attracts the *Pantagraph's* attention. The long hair is becoming. The new green dress with purty posies makes a fitting background for the golden tresses.

Bill Pendleton, whose wavy coiffure is the envy of all bald-pated masculinity, had two weeks of fun and frolic since the *Pantagraph's* last issue. Since his return, however, we notice his smokes have the odor of Manila—twenty words—no more—no less and no new Chevrolet to describe properly the aroma of the rank vegetation contained in the brand of cigars now numbered as his favorite.

Concessions

Ethel Ward
Correspondent

Valeria Sass, Michigan City clerk, took her vacation the last week in October.

Ruby Randolph's mother passed away after a brief illness. The concession department wishes to extend heartfelt sympathy.

Edith Harris, Gary clerk, underwent an operation for appendicitis. Last reports are that she is recovering rapidly and will be back home within the next few days.

Rhea Ebert, Michigan City clerk, is interested in music. She is taking piano lessons and is quite an accomplished pianist.

J. G. Wallace attended meetings of the annual convention of the American Association of Superintendents of Dining Cars held at the Congress Hotel, Chicago, October 20, 21 and 22.

Motor Coach Division

Evelyn Kill
Correspondent

Arthur Edwards, porter in the Michigan City garage, is planning on spending three or four days with his father in Toronto, Canada, in the near future.

Bill Wilson and wife attended the Notre Dame-Pittsburgh game the last day of October.

R. E. Jamieson will be installed as Worshipful Master, Edgewater Lodge No. 901, A. F. and A. M., December 9. A special party is being organized by Dwight Wood to attend the installation.

Lucille Richey, Benton Harbor concession clerk, has been enjoying the autumn scenery by climbing to the top of Thunder Mountain, where you can obtain a splendid view of Lake Michigan and surrounding territory.

Anna Conklin visited friends in Muskegon and Chicago and reports a wonderful time.

Mr. and Mrs. Micheals are moving from the Hotel Benton and will be at home in their new apartment at 660 East Main street after November 2. Between fishing and moving "Mike" and Charlotte are a busy couple.

Pauline Canfield made a trip to Pioneer, Ohio, to attend the golden wedding of Mr. Canfield's parents.

Glenn Wade made another trip to his home town, Centralia, Missouri, recently.

Jean Jenkins was out bright and early the first day of pheasant hunting and bagged his pheasant and some rabbits. Jean also enjoyed a week's hunting trip up in Canada recently.

W. C. Loy visited his son William at Purdue, October 10, and while there attended the Purdue-Illinois game.

Our Benton Harbor station has been well represented in Benton Harbor football games this season, as Lucille Richey, Anna Conklin and Operator A. F. Tomsheck have become football fans. They are especially interested because our porter at Benton Harbor, Paul Enders, is on the high school team and has made some spectacular runs.

Shops

A. C. Tews
Correspondent

Charles Evans, who operates the mechanical car washer, is undergoing treatment at the Naval Hospital at Great Lakes, Illinois. His condition is reported much improved.

John Inman, wife and little daughter spent a week-end recently with Mr. Inman's mother at Portland, Indiana.

W. H. Ragsdale, master mechanic, is convalescing from a tonsil operation.

"Capt." Kidd and wife are enjoying their second week of vacation, visiting relatives at Des Moines, Iowa.

Art. Tews and Ray Glassman have been making the most of the proximity of Notre Dame. They attended the Drake and University of Pittsburgh games, and are becoming quite the Notre Dame fans.

We understand the shop department is about to lose one of its eligible bachelors. "Bennie" Kabacinski, shop switchman, recently confided to us that he hoped that Wednesday, November 11, would be a bright, sunshiny day, from which we take it that on that day wedding bells will ring for Bennie. His bride will be Elizabeth Mosuch. The wedding will be in the St. Stanislaus church, Chicago. Lewis Hauck, Michigan City, is to be best man and Anna Roguski, Chicago, bridesmaid.

Audrey Melson, stenographer in the mechanical department, spent ten days of her vacation in Birmingham, Alabama.

Transportation Notes

C. G. Scuffham
Correspondent

E. H. Williams, freight agent at South Bend, enjoyed a recent trip to Detroit, via airplane from South Bend, accompanied by C. W. Veach, passenger department representative.

Philip Cobert, tractor driver of South Bend, has left the service due to a reduction in forces at that point.

Carl Krueger and Guy Hill of the Nickel Plate transfer yard office, have been away on vacation, both having been relieved by A. H. Kahl.

An additional red cap has been placed in service at Randolph street station in order to assist our patrons.

Alvin H. Kambs on November 3 was assigned the position of relief dispatcher, this work formerly having been done by Motorman Penfold and Conductor John Guyer.

J. L. Heath, trainmaster, has been returned to train service, assuming his seniority as conductor. He has taken a morning run out of South Bend.

Chas. Hansford and T. F. Blackwell have been added to the motorman extra board in order to carry out a plan of the Brotherhood of Locomotive Engineers which calls for each man to lay off a given number of days each month for the benefit of the extra men.

Another reduction of the trainmen's extra board has been made and the following men have been cut off: T. O'Whene, A. H. Miller, D. M. Lohman, C. D. Graham. Most of them have taken temporary employment in the ways and structures department.

A. B. Parsons whose position as traveling motorman was abolished November 1, has been appointed trainmaster. Mr. Parsons, is one of the oldest employes of the company, having entered the service in 1908, with a previous record of several years service on the Lake Shore Electric Railway as motorman and dispatcher.

Marjorie and Billy

Here are Marjorie and Billy, children of Mrs. Mabel Farber, Pantagraph correspondent for the accounting department. This snapshot was judged best in the November contest.

Signals

Evelyn Behler
Correspondent

Guy Hunt has been ill this week with tonsilitis. All join in wishing him a speedy recovery.

E. King, who was struck by an automobile several days ago, has returned to work. His injuries were not of a serious nature.

Mrs. William Haas, wife of one of our well known employes, returned to Michigan City Nov. 1, with her infant son, born last month in Pennsylvania. Mother and child are both doing splendidly.

Merle Aldrich and Kenneth Kimmel attended the Purdue-Chicago game in Chicago, Oct. 31.

J. F. Scrivnor saw the Michigan City Red Devils beat La Porte 30-6, Saturday, Oct. 31.

Accounting

Mabel Farber
Correspondent

Mr. and Mrs. Geo. Rank are comfortably settled in their beautiful new home on Tremont street, Michigan City.

Gertrude Barnett has returned from a 10 day trip to Monmouth, Illinois, where she visited with relatives and friends.

Mary Phillips had the very finest kind of a vacation. She went from Chicago to New Orleans by railroad and then on the SS Comal to Tampa, Florida, where she visited with relatives. While in Florida she visited Clearwater, where she went swimming, also St. Petersburg, Lake Wales, Sulphur Springs and had occasion to drive over Gandy Bridge, which is six miles long and connects St. Petersburg and Port Tampa.

On the return trip she stayed over a couple of days at New Orleans, visiting the old French Quarter, also the modern section of the city. She saw the old St. Louis Cathedral, the Louisiana State Museum, different memorials in the city commemorating certain events in history, Lake Ponchartrain, Audubon Park, Tulane and Loyala Universities and other very interesting things.

Mary has a lot of dandy snapshots taken on the trip, which she will be glad to show you.

E. H. Bross, our new general supervisor of accounts, has moved from Chesterton to Michigan City, and is residing at 2222 Michigan Street. Last week he completed his vacation and returned to Chesterton for the week for a much needed rest as he had not yet become accustomed to the street cars and heavy traffic. He and Lloyd Bantz made a fast team at noon, especially on the way home.

E. H. Utley, Jr., has been laid up more or less for the past week, due to an ingrown toenail which caused him much pain and inconvenience.

Norman Zeese made a trip to Kenosha while on his vacation.

Leo Kerscher of the freight department spent his vacation with his parents at Eagle Grove, Iowa.

Mr. and Mrs. Harbaugh have been visiting friends at Jones, Mich.

Eugene Lathe of the bookkeeping department spent his vacation in his home town, New Castle, Indiana. While there he says he broke

Russell Petersen

Second best in the November snapshot contest, this shows Master Russell Petersen, son of William Petersen, traffic manager. Russell is putting a nice juicy worm on his hook and hopes that there will be just one less bass in Hudson Lake as a result.

bread with all his friends and relatives. He returned minus his hay fever, feeling fine.

Lloyd Bantz spent two weeks at Culver Military Academy.

Esther Peters had the best vacation of her life. She spent the week at Detroit, while the Legion Convention was going on. Says she saw the big parade which lasted from 11 a. m. to 8 p. m. and a lot of other things.

Lea Hennard enjoyed a week's vacation visiting places of interest in Cleveland, Ohio, Niagara Falls and Toronto, Canada.

Edna Anderson, who before her marriage was Edna Gallier, joined the office force temporarily, to assist with some special reports. Edna knows all about these reports as she worked on them several years ago.

Florence Gallier recently received a reward at the Baptist Sunday School, having attended regularly for the past 10 years.

On Friday evening, October 9, a group of South Shore girls held an informal dinner meeting and theatre party for the purpose of forming what is now known as the ASTA Club. Definite plans have not as yet materialized, but the club promises to be a very flourishing organization as well as very secret.

Maintenance

W. M. Lloyd
Correspondent

W. A. Underwood has returned from Berkley, California, where he was called by the serious illness of his mother. Mrs. Underwood is staying on for a while in the land of oranges and oil wells.

James Mallon made quite a hit at several Hallowe'en parties around Michigan City. Attired in a full dress suit with patent leather shoes and a gray wig he looked the part of a retired Broadway play-boy. He had a large pillow underneath the boiled shirt which added to his portly appearance. We understand the people at one party thuoght Dr. Einstein was honoring them with his presence when Jim walked in.

Jack Weber has finished overhauling his static grabber and what a layout he has now. Claims he don't dare use it on anything closer than KFI or Havana, Cuba, for fear of blowing the windows out of the house.

Paul Hoffman who suffered a broken finger when he was knocked off a truck is back on the job even though the broken digit is still in a splint.

Did you hear the one about John Hubenthal. He arose early one morning and was unusually full of pep and made plans for a big day as he walked toward the station. It seems as though John got to Fifth and Broadway when the traffic lights stopped him and he happened to glance footward. Well in his rush to get the big day started John still had on his house slippers and of course there was nothing left to do but go back home and get the old shoes. All plans for a big day were set back just one hour.

Fred Parker spent the summer preparing for an unusually hard winter. Every place he saw a piece of scrap lumber or some discarded brush he would load it into his car and take it home. When Fred had collected a large pile in the back yard he sawed it up and put it in the cellar. Now the cellar is full and Fred can't get his coal in. Mrs. Parker is wondering where she is going to hang the washing this winter and the weather stays warm so the wood pile does not diminish much.

Sam Havens, Jr., who spent the summer working with the extra gang is now a student at the Coyne Electrical School in Chicago.

Sam Havens, Sr., is very busy at South Bend at the present time putting in the addition to the New York Central interchange tracks. Work is progressing rapidly and before long the job should be taking on some definite shape.

Wins Third in Contest

This snapshot of Rhea Ebert, Michigan City concession clerk, was awarded third place in the November photograph contest.

General Offices

M. J. Naughton
Correspondent

Here it is Fall again, and we have all had our vacations and are back "on the job" ready to give the very best of ourselves to them during the coming year.

Purchasing agent Harry Kirk and wife had one big time on their vacation. Went back home to their old haunts in Pennsylvania. Harry was telling us about his visit down to Tyrome —says there is one train from Phillipsburg to Tyrone, but two trains back. After racking his brain to know the reason, he finally approached the ticket agent, who replied: "When people come down here they are so glad to get back that we have to have two trains to take care of the rush." They spent a week sight-seeing in Washington, and were fortunate to have friends who had an automobile and so missed none of the big sights. He tells us they were guests of a senator from the home town at a dinner and theatre party.

We were so happy to receive news that Dud Schnabel is nicely quartered down at Indianapolis, with an advantageous change of positions. Also that he and the family have a very "homey" place down at Noblesville. They also inform us that he makes many, many inquiries about his friends on the South Shore, and his *Pan* correspondents. May we take this means of extending Dud's "howdy" to the *Pantagraph* readers. Our only regret is that Mr. Schnabel is so busily engaged he cannot find the time to pay us a visit of a few days at least.

And also on the winds is borne the news that our former superintendent, S. A. Morrison now assistant general manager of the North Shore Line, is doing a little extra strutting these days as he proudly tells about taking the speed trophy away from the old South Shore. 'S all right, Sam, we just felt sorry for you away up there by your lonesome and just let you take the trophy "for a spell."

And speaking of old timers, now who do you think that Henry Hansen visited with down at Indianapolis the other night? None other than W. O. Woodard, our former traffic manager. Many will recall, the big excursions "WOW" used to bring over the line—and how he would regale us all with the tactics adopted to secure the business. "WOW" attended more prayer meetings, I will vouch, in his endeavors to secure the business than did any other one engaged in the traffic solicitation. He is now connected with the Nickel Plate and has a nice home and interesting family. He promises to take a day off soon and pay the South Shore gang a visit.

Merle Anton and Jake Stratton have again moved their offices and are now located on the second floor of the old Illinois Central station at Randolph street.

Many parties are being organized among the office crowd to enjoy the fine dancing offered by the Aragon or Trianon on Saturday evenings. Getting to be quite the thing now to attend the matinee Saturday afternoon, enjoy a dinner in Chicago, and dance in the evening.

Walter Anderson, chief clerk in the purchasing department, whose home is in Chicago, has tired of commuting back and forth and has moved his abode to Michigan City.

We surely have an enthusiastic bunch of football fans down here. A recent Saturday afternoon, when the heavens opened up and poured the rain down in bucketfuls did not dampen the sporting ardor of Jimmy Mallon, Al Oberfell, Frank Steffaniak and Frank Winegar, for they stood in the rain for four hours soaked to the skin to see the Notre Dame-Northwestern game.

Are you in line for Christmas cards? Claire McKinley of the purchasing department has a most excellent assortment, and several books from which to make selections for personal greeting cards.

Georgeanne McKinley, the two year old daughter of Claire, attended a Hallowe'en party. She enjoyed the pranks, and the candy and ice cream and cake, but absolutely refused to wear a "false face."

South Bend Terminal

C. W. Veach
Correspondent

On account of the termination of several westbound plane trips at South Bend, due to unfavorable weather conditions, we have carried approximately forty air passengers from South Bend to Chicago during the month of October. They are greatly pleased to learn that they can get a train every hour on the hour which will reach the Chicago loop in two hours and fifteen minutes, especially those who are lucky enough to be able to take a dining car train and appease their appetites on the way in.

C. W. Veach and E. H. Williams made a quick trip to Detroit by plane Sunday, Oct. 25. They report good landings on both ends.

Mr. and Mrs. L. C. Bennett are planning on an air trip to Port Huron, Michigan, in the near future.

An item in the *Pantagraph* four years ago told of work starting on the new South Bend passenger station.

Even though there is a depression in news at this end of the line Mildred Cornelison says, "Mr. Veach is Luckey enough to Russell up Moore items than B. L. R. as he has Bennett it longer." Yeh, we heard he made quite a Killingbeck home.

CHICAGO STOCK SHOW

Special round trip rates of fare and one-half to Chicago will be in effect during the International Live Stock Exhibition which will be held at the stock yards, November 28 to December 5. Advance registrations indicate that this year's show will be the best in history.

SPREADER IS PAINTED

The Jordan power spreader and ditcher, purchased by the South Shore Line a year ago, has received a coat of orange paint, harmonizing with the passenger equipment. It was battleship gray before.

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The PANTAGRAPH

Published Monthly by and for Employes of the Chicago South Shore and South Bend Railroad

Vol. 5 DECEMBER, 1931 No. 12

WORKERS RESPOND TO RELIEF DRIVE

WORK AT N. Y. C. FREIGHT TRANSFER NEARS COMPLETION

Will Increase Capacity of South Bend Interchange Tracks to 165 Cars

The track work near the Bendix Plant west of South Bend, which will enlarge the South Shore Line's facilities for the interchange of freight with the New York Central Railroad, and provide a small yard for the classification of freight cars, will be virtually completed within the next week or 10 days, according to an announcement by Charles H. Jones, general manager of the Chicago South Shore and South Bend Railroad.

Only the work on the electrical overhead and the task of rearranging the signal system will then remain unfinished, he said.

Started October 26

As a result of this work, started October 26, the capacity of the New York Central freight interchange will be increased from 70 to 165 cars. In addition the improvement will furnish adequate switching facilities for building up freight trains without the necessity of using the main track.

A tail track, 2100 feet long, has been built to serve the three interchange tracks which have a total length of 7,600 feet.

Completion of work on the New York Central interchange brings to a close the greatest part of the rehabilitation and construction work begun more than a year ago on the western outskirts of South Bend.

A new freight terminal and industrial and warehousing center was built on the site of the old South Bend Chilled Plow plant at 1600 West Washington street, and it has been in use nearly a year. More than a mile of track was laid to serve this terminal.

Uses Nor. Indiana R. R. Right of Way

Last summer, following the extension of Washington street to Bendix drive by the city of South Bend and the relocation of its car tracks by the Northern Indiana Railway, the South Shore Line rebuilt approximately a mile of its track and acquired more than a mile of old Northern Indiana right of way which was rehabilitated and is now in service.

The only temporary track which will remain after the completion of the work now being done will be at Bendix drive, where a curve has been left in the north passing track until Bendix drive is extended under the South Shore Line and New York Central tracks.

Agents Sell Books Of Rides To Chicago In Xmas Gift Boxes

Ten-ride and 25-ride books to Chicago, on sale at South Shore Line stations in Michigan City, Gary, East Chicago and Hammond, will be furnished in attractive Christmas boxes to those who wish to give them as gifts to friends or relatives this season.

The 10-ride and 25-ride books are good for one year and entitle the bearer to transportation in either direction between Chicago and the city in which he resides. They make a novel and ideal Christmas remembrance.

The prices of the 10-ride tickets to Randolph street are: Hammond, $3.66; East Chicago, $4.01; Gary, $5.41, and Michigan City, $11.14. Prices of 25-ride tickets are: Hammond, $8.36; East Chicago, $9.16; Gary, $12.36, and Michigan City, $24.37. They may be ordered by mail if desired.

W. J. FREEMAN MADE SUPT. MOTIVE POWER

W. J. Freeman, for the past eighteen months acting superintendent of shops for the South Shore Line, has been made general superintendent of motive power, according to an announcement made December 7 by Charles H. Jones, general manager of the Chicago South Shore and South Bend Railroad.

At the same time, it was announced, Mr. Freeman was made general superintendent of motive power for the Indiana Railroad system, and hereafter will divide his time between Michigan City and Indianapolis.

Mr. Freeman came to the South Shore Line from Madison, Wis., in June, 1930, as acting superintendent of shops, succeeding M. M. Lloyd who retired. He had previously been engaged in special engineering work in Madison and in the east.

The new shops building, east of Roeske avenue, Michigan City, was finished shortly after he came to the road and the moving and installation of machinery was under his supervision.

MARSHALL KAMBS HURT

Marshall Kambs, ticket agent at Randolph street, who was cut about the head and severely bruised in an automobile accident in Whiting, Ind., Dec. 7, is recuperating at his parents' home in Michigan City. It was necessary to take several stitches to close one bad scalp wound which he received.

PLEDGE PART OF EACH MONTH'S EARNINGS TO HELP OUT UNEMPLOYED

Committee Expects to Have Most Employes Enrolled In A Few Days

An enthusiastic response on the part of employes of the railroad has been accorded the drive for funds to help care for the unemployed in communities served by the South Shore Line.

Voluntary pledges of 1½ per cent of each month's earnings from South Shore Line workers receiving less than $100 a month, and of 3 per cent of each month's earnings from employes receiving more than $100 a month are being received now by an employes relief committee of which General Manager Charles H. Jones is chairman.

Balance To Be Used

There is a possibility that there will be no immediate deductions from pay checks, however, since there was a balance, at the beginning of the campaign, of approximately $6,800 from last year's fund which is being used first.

The treasury of the South Shore Line is contributing to the fund at the rate of 50 cents for each dollar subscribed by an employe.

Regular employes of the South Shore Line, temporarily out of work will be the first to benefit from the fund. All other disbursements will be to bona fide relief organizations in communities served by the road, and allotted to each community on the basis of the number of South Shore Line workers living there.

Goes To All Communities

"By subscribing to this fund employes may feel they have discharged their full obligation to their less fortunate fellow citizens," said Mr. Jones. "This money is being divided among the relief agencies in the various communities, and there is no reason why employes should make any other direct donations to these organizations."

PLAN OPERA SPECIAL FOR SCHOOL CHILDREN

Arrangements are being made by the traffic department of the South Shore Line for special service to Chicago on Sunday afternoon, Jan. 17, when a matinee performance of "Martha" will be presented by the Chicago Civic Opera to be attended only by school children from the cities neighboring Chicago. Cost of opera seats will be from 50 cents to $1.50 and special round trip rates will be in force.

THE PANTAGRAPH

Published Monthly by and for
SOUTH SHORE LINE EMPLOYES

EDITORIAL OFFICE:
114 E. 11th St., Michigan City, Ind.
GILBERT McCLELLAND.....Editor

VOL. V DECEMBER, 1931 No. 12

Contributions and pictures should be in the hands of the editor by the first of the month for the issue of that month. Contributions must be signed but name will not be used if so requested. Notify editor in case you do not receive The PANTAGRAPH *by mail at home.*

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Electric Rates Reduced Voluntarily Long Before Drop In Other Prices

Advertisement of the Midland United Company

While the cost of living in general has shown a marked decline only within the past year or so, electric rates of public utility companies have been decreasing continuously over a period of years. Nationwide averages show that the cost of living in 1929 was practically the same as in 1923, but electric rates the country over were ten per cent less in 1929 than they were in 1923.

Companies of the Midland United Company group, through voluntary rate reductions, afforded customers in 1929 a saving of 22 per cent as compared with rates prevailing in 1923 when formation of the group was begun. Had customers in 1929 paid for their electricity on the basis of the 1923 rates, they would have paid $5,150,384 more than they actually did pay. In 1930, the rate trend of these companies continued downward affording customers a saving of $5,301,807 for the year compared with 1923 rates.

Reductions in residential electric schedules in recent years have been made possible to a large degree by the increasing use of electricity in large quantities by industries. The proportionately low costs of selling large amounts of energy to industries have helped to balance the much higher costs of distributing energy in small quantities to residential users. When industrial activity is sharply curtailed, there is a decrease in sales of industrial power. Thus, there is a reduction in large scale production of energy and consequently the difficulties of making further reduction in residential rates are increased. Sales of industrial power by companies of the Midland group in 1930 made up more than 63 per cent of all the energy sold by these companies.

Nevertheless, the companies are continuing to make voluntary rate reductions whenever possible. This has been their policy in the past and will continue to be their policy in the future.

TO SERVE PRIZE BEEF

Prize winning beef from the International Live Stock Exhibition will be served on South Shore Line diners Christmas week, J. G. Wallace, of the dining car department announces.

EMPLOYES ESTABLISH NEW SAFETY RECORD

The first ten months of 1931 showed an even more remarkable safety record on the South Shore Line than had been hoped for, according to figures from W. W. Clemmons, safety engineer.

As compared with the first ten months of the previous year there was a reduction of 50 per cent in minor accidents to employes, a reduction of 55 per cent in disability accidents to employes, a reduction of 62 per cent in days time lost by employes, or an average reduction of 52 per cent in employe accidents.

SO. CALIFORNIA GAME DRAWS LARGE CROWD

One of the largest football crowds in the history of the road was handled between Chicago and South Bend the week end of the Notre Dame-Southern California game, November 21. Special service was furnished during the morning from Chicago and returning after the game. Several parties reserved parlor cars and special cars for the trip.

J. G. Wallace of the dining car department says the football crowd ate more than 200 meals in the diners, and nearly 900 sandwiches on other trains.

OGDEN DUNES SKI MEET, SUN., JAN. 24

Sunday, January 24, has been set as the date for the Ogden Dunes Ski meet which each year attracts thousands of spectators to the large steel slide at Wickliffe, east of Gary. Special South Shore Line service will be furnished and low round trip rates from Chicago will be in effect.

ATTEND ANNUAL DINNER

The South Shore Line was well represented at the annual meeting and dinner of the East Chicago Chamber of Commerce held in the Elks Club, East Chicago, Wednesday evening, Dec. 9. Among those attending were W. A. Underwood, W. J. Mallon, W. A. Pipher, L. H. Provis, R. G. Hotchkiss, Alva Parsons, Henry Larsen, Eric Dickson, Gilbert McClelland, H. F. Kirk, E. S. Morgan, W. M. Bernethy and B. F. Smith.

VAUDEVILLE IN SOUTH BEND

Vaudeville will be resumed at the RKO-Palace theatre in South Bend Dec. 22, the management has announced. The theatre is near the South Shore Line station and it is expected the vaudeville will attract many who would otherwise have to go to Gary or on into Chicago.

CHRISTMAS RATES

A round trip rate of $4.02 between South Bend and Chicago will be in effect beginning Thursday, Dec. 17, good going on any train until Dec. 25 and returning up to Jan. 6, according to an announcement by R. E. Jamieson, general passenger agent.

1931 ANNUAL PASSES TO BE USED IN 1932

Annual passes of the South Shore Line, expiring Dec. 31, 1931, will be honored during 1932, according to an announcement by General Manager Charles H. Jones. Quarterly passes, however, will be issued as formerly, it was announced.

The 1931 annual passes of several associated roads will be honored during 1932, also. Among these will be the Indiana Railroad, Northern Indiana Power Company, Indiana Service Corporation, Public Service Company of Indiana, the North Shore Line and the Chicago Aurora & Elgin.

MICHIGAN PATRONS LIKE NEW SCHEDULES

Many patrons of the road living in Benton Harbor and St. Joseph are taking advantage of new schedules to avail themselves of a full business day in Chicago. By leaving Benton Harbor at 7:10 a. m., Eastern Time, and connecting with the Fort Dearborn Limited in Michigan City, they arrive at Randolph street at 8:53 a. m., Central Time. Returning on the 5:15 p. m., they get into Benton Harbor at 8:55 p. m., Eastern Time.

NOW I'LL TELL ONE

"No *gentleman* has *ever* heard a story before."

—R. H. L. in "The Line"

Sympathizer: "How's your insomnia?"
Incurable: "Worse and worse. I can't even sleep when it's time to get up."

! ! !

A steamship company wired the captain of one of its ships:
"Move heaven and earth and get here Friday."
The captain's reply next day: "Raised hell and will get there Thursday."

! ! !

"Tommy, can you tell me one of the uses of cowhide?"
"Er, yes sir. It keeps the cows together."

! ! !

Eunice: "Has the doctor you're engaged to got money?"
Jennie: "Sure, did you think I was getting married for my health?"

! ! !

Daughter (having just received a new mink coat from father): "What I don't see is how a wonderful fur can come from such a low, sneaking beast."
Father: "I don't ask for thanks, dear, but I really insist on respect."

! ! !

"I am never well—I can't say why," said the patient. "I get sort of pain, I don't know exactly where, and it leaves me in a kind of —oh, I don't know."
"This is a prescription for I don't know what," said the doctor. "Take it I don't know how many times a day for I can't think how long, and you'll feel better, I don't know when."

! ! !

Judge: "You admit you drove over this man with a loaded truck?"
Driver: "Yes, your honor."
Judge: "And what have you to say in your defense?"
Driver: "I didn't know it was loaded."

Constance Lyons Is Chief Minnie Mouse Of Michigan City

Here is Miss Constance Lyons, 11, the Chief Minnie Mouse of the Michigan City Mickey Mouse Club, with her little brother, Robert, age 6. They are the children of William Lyons, motor coach operator with the South Shore Line. He is widely known among employes of the road because he has been on the Long Beach division for more than a year.

The Mickey Mouse organization, which numbers several hundred children as members, meets each week at the Lake Theatre in Michigan City for a matinee performance of a talking picture. Constance shares the leadership of the club with a boy who is vested with the title, Chief Mickey Mouse.

Shops

A. C. Tews
Correspondent

Like any good housekeeper, the shop has been taking advantage of the bright autumn days to get ready for winter weather. A large crew has been washing the storm sashes, and they have been installed on most of the passenger cars; fires were started in the coal stoves on December 1, and big No. 1171, the Jordan spreader and snow plow, is ready to give a good account of itself when the drifts pile up along the line.

The machinists were almost 100 per cent on Thanksgiving Day—their foreman, John Schultz and family had dinner with Mrs. Schultz's parents; Fred Meer and family were guests at the home of Fred's sister; Otto Clements, wife and son Robert attended a family reunion, which has been an annual affair for the past 25 years, near Logansport, Indiana. Walt Schlundt went hunting down near Kingsbury. He claims he saw 25 rabbits and brought one home.

Audrey Melson attended the Purdue-Iowa football game at La Fayette Saturday, November 14, and the Theta Tau fraternity homecoming dance Saturday night.

Arthur C. Tews and John Inman, scoutmaster and assistant scoutmaster, respectively, of the Lion's club troop, attended the Adult Leadership Training conference at the Community house December 5 and 6.

Gregory Phelan and family spent Thanksgiving Day with Mr. Phelan's brother in Chicago.

The shop department is usually well represented in any athletic endeavor started, and the basketball team, now in the process of organization, is no exception. John Inman is manager, and Earl Atkins, Otto Kienitz, Melvin Taylor and Lester Rudnick, all of the shops, are candidates for places on the team.

Mrs. Harold Warren spent some time with her parents near Francesville, Indiana, and the Saturday after Thanksgiving Harold went down for a hunting trip. He and his party came back with eighteen rabbits.

Joseph Pekarski and family attended the wedding of Mrs. Pekarski's niece, Florence Orzech to Joseph Milzarek, on Thanksgiving Day.

Motor Coach Division

Evelyn Kill
Correspondent

Our Benton Harbor station has been remodeled and the ticket office and the Concession counter combined, with Anna Conklin and Lucille Richey working the two tricks. Lucille is fast learning the ticket selling business and Anna says the white apron is quite becoming to her.

William Sanders, garage worker, was operated on for appendicitis in St. Anthony's Hospital, Michigan City, Dec. 10.

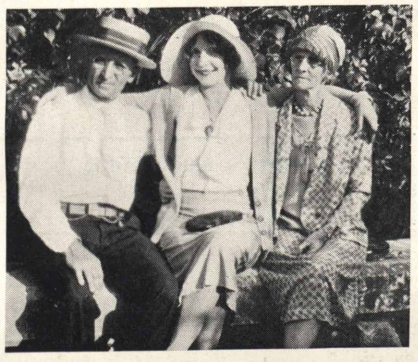
Gene Jenkins and A. F. Tomshecks' first hunting trip of the season, at Buffalo, Indiana, turned out to be quite a success. They came home with 8 rabbits and 7 quail.

Mr. and Mrs. Loy had as their guests over Thanksgiving, Mr. Loy's father and sister, Mrs. R. F. Johnson, of Mattoon, Illinois. William Loy also spent his Thanksgiving vacation at home.

Mr. and Mrs. W. P. Lyons and children spent Thanksgiving at the homes of their parents in Gary.

M. B. Wilson put on his "soup and fish" and attended the annual Elk's banquet on December third.

The Huffords



Here's R. H. Hufford, South Shore Line car cleaner, with Mrs. Hufford and daughter Louise Quick of Indianapolis, in Washington Park, Michigan City, on a sunny afternoon early this fall.

Football Special

Traffic Manager William Petersen, center with back to camera, and General Superintendent D. E. Matthews, at his right, are looking over the crowd leaving a South Shore Line special for the Notre Dame-Southern California game in South Bend, Nov. 21. It was one of the largest football moves in the road's history.

Arthur Edwards reports a good time on his trip to Canada and Detroit the last part of November. He spent a few days in Hamilton, Canada, with his father, and on the way back visited friends in Detroit.

Mrs. Dave Schmidt, of our new Buffalo agency, who underwent a major operation at St. Anthony's hospital on December 8th, is reported as getting along nicely.

Accounting

Mabel Farber
Correspondent

It seemed good to have Pauline Kimmel back with us for a few weeks. Pauline worked on the inventory during November.

Edna Lueth is being temporarily employed to do the comptometer work on the inventory.

Mr. and Mrs. Connell of Gary had as their guests Mr. Connell's mother and sister over the Thanksgiving holidays.

Roger Utley, oldest son of Mr. and Mrs. E. H. Utley, Jr., broke his leg just above the ankle while playing football. That he is getting along nicely, is the latest report.

A son, Warren William, was born to Mr. and Mrs. Joe Rose, November 7. Mrs. Rose was formerly Erna Rudolph of the passenger department.

Grant Stein, formerly of the car accounting department, graduated from the school of embalming at Indianapolis and has taken a position with Flanner & Buchanan in that city.

Football fans were fortunate in seeing several of the season's best both in South Bend and Chicago. Mr. and Mrs. Kirk, E. H. Utley, W. J. Mallon, Rose Mentag,

Van Buren Street Station, 1890

Sixteen years before the South Shore Line came into existence this temporary suburban station was being used by the I. C. at Van Buren street, Chicago. According to the editor of the Illinois Central magazine, through whose courtesy the photograph is reproduced here, the station was built in one day—quite a record for 1890. Shown are I. C. Policeman Tom Burrill, Officers O'Brien and Nugent and I. C. Ticket Agent W. A. Perkins.

Gertrude Barnett and others attended the Notre Dame-Southern California game.

Thanksgiving has come and gone and in spite of the depression most of us ate too much turkey.

Strange—the ladies are always trying to take off weight, but we understand a lot of the fellows are trying to take it on. They say the way is to stop smoking. Fred Mitchell gained 20 pounds by so doing and at choir practice the other evening he drew a deep breath and burst all the buttons off his vest.

We were grieved to learn of the death of Ethel Miller's mother. She died November 23 as the result of a major operation which was performed about a month previously.

Mr. and Mrs. Bross, Eric Dickson, Jim Haller and Merle Aldrich attended the Purdue-Northwestern game at Soldier's Field November 28.

Mac Bernethy started this gaining process too, but then decided to wear out his old clothes before he went any further.

Who said a woman couldn't keep a secret? There were at least six or eight girls in the office who knew about the secret marriage of Dorothy Bingamon, of the bookkeeping department and Bernard Russell of the transportation department, which took place on April 12 in La Porte. The girls were all sworn to secrecy, however, until the day after Thanksgiving when Dorothy announced the wedding. Now everyone hastens to extend congratulations and best wishes. The couple will reside at 1204 Manhattan street. Several parties were planned in honor of the bride. Audrey Melson gave a linen shower at Mrs. Petersen's Tea Room Tuesday, Dec. 8. Eunice Hunziker entertained Dec. 3 with a miscellaneous shower. Miss Bingamon has resigned her position in the bookkeeping department to take effect Dec. 15.

Concessions

Ethel Ward
Correspondent

Edith Harris, who has been away from the concession department during the past month, has returned and is looking fine.

Mae Killingbeck, South Bend clerk, has been relieved for a number of days due to illness.

Elaine Moore is planning a trip to Milwaukee to visit friends.

Ruth Leach, Tremont ticket agent and concession clerk, says business is fine. Hot coffee is just the thing these chilly days.

Florence Barney says she enjoys working short hours. The fact is she has more time for Christmas shopping.

Traffic Department

C. L. Binger
Correspondent

A dictionary is necessary to interpret Johnnie Kilnowitz's reply to a query for news. He says there is great dearth of news. Our dictionary defines dearth as: "Scarcity which renders dear." Whosis dear?

The blend of Bill Pendleton's weeds continue consistently military. The only question is, "what rank" tobacco.

Things seen recently: Clarissa Ely lubricating a hot box on her typewriter; May Ooms all decorated in a black and tan ensemble; Dwight Wood looking mysterious; Jamie, the day after Thanksgiving, looking a few pounds heavier, and the day after Southern California-Notre Dame looking a few pounds (sterling) lighter; Bill Jones looking for the corner around which we hear prosperity is hiding; Roy MacIntosh keeping doctors away (eating apples); Wm. Petersen, our boss, holding his jaw (toothache); the correspondent (your humble servant) carrying a spade (digging for news).

Transportation Notes

C. G. Scuffham
Correspondent

D. E. Matthews, general superintendent, is enjoying his vacation with Mrs. Matthews on a trip to the west coast, including stops at Seattle, Portland, San Francisco and Los Angeles.

Bernard L. Russell, night ticket agent at South Bend, and Dorothy Bingamon of the Accounting department, just couldn't keep it a secret any longer, so last week announced that they had been secretly married early in the spring. The transportation department congratulates them and wishes them many years of marital bliss.

Alvin H. Kambs, relief dispatcher, has been quite ill for the past ten days, suffering from an attack of the flu, last reports are that he is recovering and will be up and around again in a few days.

Geo. Culver, parking attendant at Gary, resigned on October 12 after service of seven years as crossing flagman and later parking attendant. Mr. Culver will move to Indianapolis and reside with O. H. Hansen, his son-in-law, recently transferred to the Indiana Railroad. Frank Fry, crossing flagman, has been assigned as parking attendant at Gary, succeeding Mr. Culver.

Quite a few strange faces on passenger runs these days, due to a reduction in the number of freight crews. Motorman Ruggles, Conductor Reppert, Brakeman Payne are back, after a long period of freight service.

Geo. Blockno, our general office janitor, has been busily engaged in planting a number of tulip bulbs about the office and shop grounds, which should make a wonderful appearance when warm spring days are with us again.

Sympathy is extended to Chester Beck, foreman at South Bend Freight terminal, on account of the sudden death of his father.

One more South Shore employe has heard "the call of the soil." Ed. Williams has moved to his "country estate" at Terre Coupee.

Elias Kaser, chief clerk at the South Bend traffic office, witnessed the Army-Notre Dame game in New York.